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OFFICIAL RECORDS
OF THE
UNION AND CONFEDERATE NAVIES
IN THE
WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF
The Hon. GEORGE v. L. MEYER, Secretary of the Navy,
BY
MR. CHARLES W. STEWART,
Superintendent Library and Naval War Records.

BY AUTHORITY OF AN ACT OF CONGRESS APPROVED JULY 31, 1894.

SERIES I—VOLUME 23.
NAVAL FORCES ON WESTERN WATERS
FROM APRIL 12 TO DECEMBER 31, 1862.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1910.
v.

CONTENTS OF PRECEDING VOLUMES.

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Operations of the cruisers from January 19, 1861, to December 31, 1862.

VOLUME 2.

Operations of the cruisers from January 1, 1863, to March 31, 1864.

VOLUME 3.

Operations of the cruisers from April 1, 1864, to December 30, 1865.

VOLUME 4.

Operations in the Gulf of Mexico from November 15, 1860, to June 7, 1861. Operations on the Atlantic coast from January 1 to May 13, 1861. Operations on the Potomac and Rappahannock rivers from January 5 to December 7, 1861.

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Operations of the North Atlantic Blockading Squadron from September 5, 1862, to May 4, 1863.

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VOLUME 11.

Operations of the North Atlantic Blockading Squadron from October 28, 1864, to February 1, 1865.

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VOLUME 16.

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P R E F A C E .

The work of preparing for publication the Official Records of the Union and Confederate Navies, which was begun July 7, 1884, was organized under the superintendency of Professor J. R. Soley, U. S. Navy, at that time librarian of the Navy Department, afterwards Assistant Secretary of the Navy.

In August, 1890, the work of collecting these records and their classification was ably continued by his successor, Lieutenant-Commander F. M. Wise, U. S. Navy, who, having received orders to sea, was relieved by Lieutenant-Commander Richard Rush, U. S. Navy, in May, 1893.

The long-delayed publication was finally authorized by act of Congress approved July 31, 1894, and begun by Mr. Rush. The first five volumes were published under his efficient administration, and the important duty of organizing the office for the distribution of these volumes was accomplished.

In March, 1897, Mr. Rush, having been ordered to sea, was succeeded by Professor Edward K. Rawson, U. S. Navy, as superintendent, under whose able administration volumes 6-14 were published. Professor Rawson was detached and ordered to the U. S. Naval Academy September 20, 1902, and was succeeded by Mr. Charles W. Stewart.

No change is contemplated at present in the outline of the plan of publication as approved by the Department. This plan includes only the use of such material as may be certified to be contemporaneous naval records of the war, which is divided into three series, in the following order of arrangement:

I. The first series embraces the reports, orders, and correspondence, both Union and Confederate, relating to all naval operations on the Atlantic and Gulf coasts and inland waters of the United States during the war of the rebellion, together with the operations of vessels acting singly, either as cruisers or privateers, in different parts of the world. These reports are accompanied by occasional maps and diagrams.

In this series the papers are arranged according to squadrons and flotillas, chronologically; and, as far as possible, the Union reports of any events are immediately followed by the Confederate reports.

II. The second series embraces the reports, orders, and correspondence relating to—

1. The condition of the Union Navy in 1861, before the commencement of hostilities, and to its increase during the progress of the war, including the annual and special reports of the Secretary of the Navy and chiefs of the various bureaus.

2. The construction and outfit of the Confederate Navy, including privateers, setting forth also the annual and special reports of the Confederate Secretary of the Navy and chiefs of bureaus.

3. Statistical data of all vessels, Union and Confederate, as far as can be obtained.

4. Returns of naval and military property captured by the navies of both sides during the war.

5. Correspondence relating to naval prisoners.

This series is also arranged chronologically in each of the above sections as far as practicable.

III. The third series embraces all reports, orders, correspondence, and returns of the Union and Confederate authorities not specially relating to the matter of the first and second series.

It is the intention of the Department to introduce throughout the volumes of the different series illustrations of each class or type of vessels referred to, in order to preserve the identity of these ships as they actually appeared during the war. These cuts have been reproduced either from photographs of the vessels themselves or from the carefully prepared drawings made from official sources.

Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag-officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be impaired, and the Department therefore has spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have for the most part been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful searches throughout various parts of the country, conducted by a special agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that the publication will revive the interest of participants in the events referred to, and lead

them to bring to the notice of the Department the whereabouts of any papers bearing upon naval operations in the civil war of which they may have knowledge.

The twenty-second volume of the records (Series I, vol. 22), which has recently been published by the Department, gives the operations of the West Gulf Blockading Squadron from January 1, 1865, to January 31, 1866, and the operations of the Naval Forces on Western Waters from May 8, 1861, to April 11, 1862. The present volume (Series I, vol. 23) gives the operations of the Naval Forces on Western Waters from April 12 to December 31, 1862.

The reports and correspondence are placed chronologically, with a distinct heading for every paper. In the record of events in which both sides took part the Confederate reports (where they could be obtained) immediately follow the Union reports, while the miscellaneous Confederate correspondence is placed at the end of the volume. Reference to the table of contents will show the context of these Confederate papers. It is believed that the chronological arrangement of the records, in connection with the full and complete index to each volume, will afford ample means of reference to its contents without other subdivision or classification. In reports of special or single events, in which the papers bear specific relation to those events, the chronological order has been somewhat modified, and such documents have been placed together in the compilation.

CHARLES W. STEWART,
Compiler.

NAVY DEPARTMENT,
Washington, D. C., May, 1910.

NOTE.—The following is an extract from the law governing the distribution of the sets comprising the publication (act of Congress approved July 31, 1904):

* * * Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries, so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time, as they are

published, until the publication is completed; and all sets that may not be ordered to be distributed as provided herein shall be sold by the Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

The following joint resolution regarding the distribution of the work was approved January 30, 1896:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and directed to send the undistributed copies of the Official Records of the War of the Rebellion, both of the Union and of the Confederate navies, to such libraries, organizations, and individuals as may be designated before the meeting of the next Congress by the Representatives in the Fifty-fourth Congress of the districts whose Representatives in the Fifty-third Congress failed to designate the distributees of their quota of said Official Records or any part thereof, as authorized by the act of Congress approved July thirty-first, eighteen hundred and ninety-four, and the joint resolution approved March second, eighteen hundred and ninety-five, to the extent and in the manner and form provided in said act.

The following is an extract from the act of Congress of May 28, 1896, which increased the edition from 10,000 to 11,000 copies:

* * * For printing, binding, and wrapping one thousand additional copies of series one, volumes one, two, three, and four, for supplying officers of the Navy who have not received the work, two thousand four hundred dollars.

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

SERIES I.

1. Operations of the cruisers, 1861-1865.

Union cruisers.

West India (Flying) Squadron, under Acting Rear-Admiral Wilkes, U. S. N., 1862-1863.

West India (Flying) Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1863-1864.

Confederate cruisers and privateers.

2. Operations in the Gulf of Mexico, January to June 7, 1861.

Surrender of the Pensacola Navy Yard.

Cooperation of the Navy in the relief of Fort Pickens.

3. Operations on the Atlantic Coast, January to May 13, 1861.

Cooperation of the Navy in the attempts to relieve Fort Sumter.

Abandonment and destruction of the Norfolk Navy Yard.

Home Squadron, under Flag-Officer Pendergrast, U. S. N.

4. Operations on the Potomac and Rappahannock Rivers, 1861-1865.

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Potomac Flotilla, under Captain Craven, U. S. N., 1861.

Potomac Flotilla, under Lieutenant Wyman, U. S. N., 1861-1862.

Potomac Flotilla, under Commodore Harwood, U. S. N., 1862-1863.

Potomac Flotilla, under Commander Parker, U. S. N., 1863-1865.

5. Atlantic Blockading Squadrons, 1861-1865.

Atlantic Blockading Squadron, under Flag-Officer Stringham, U. S. N., May 13 to Sept. 23, 1861.

West India Squadron, under Flag-Officer Pendergrast, U. S. N., 1861.

Naval Defenses of Virginia and North Carolina, under Flag-Officer Barron, C. S. N.

Atlantic Blockading Squadron, under Flag-Officer Goldsborough, U. S. N., 1861.

North Atlantic Blockading Squadron, under Rear-Admiral Goldsborough, U. S. N., 1861-1862.

Naval Defenses of Virginia and North Carolina, under Flag-Officer Lynch, C. S. N.

James River Squadron, under Flag-Officer Buchanan, C. S. N.

James River Squadron, under Flag-Officer Tattnall, C. S. N.

James River Flotilla, under Commodore Wilkes, U. S. N., 1862.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Lee, U. S. N., 1862-1864.

James River Squadron, under Flag-Officers Forrest and Mitchell, C. S. N.

*Naval Defenses Inland Waters of North Carolina, under Commander Pinkney, C. S. N.

*Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Lynch, C. S. N.

North Atlantic Blockading Squadron, under Rear-Admiral Porter, U. S. N., 1864-1865.

James River Squadron, under Flag-Officers Mitchell and Semmes, C. S. N.

*Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Pinkney, C. S. N.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Radford, U. S. N., 1865.

South Atlantic Blockading Squadron, under Rear-Admiral Du Pont, U. S. N., 1861-1863.

*Naval Defenses of South Carolina and Georgia, under Flag-Officer Tattnall, C. S. N.

*Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Ingraham, C. S. N.

South Atlantic Blockading Squadron, under Rear-Admiral Dahlgren, U. S. N., 1863-1865.

*Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Tucker, C. S. N.

Naval Defenses of Savannah, Ga., under Flag-Officers Hunter and Tattnall, C. S. N.

*The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

6. Gulf Blockading Squadrons, 1861-1865.

- Gulf Blockading Squadron, under Flag-Officer Mervine, U. S. N., 1861.
- Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1861-1862.
- *Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
- East Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Bailey, U. S. N., 1862-1864.
- East Gulf Blockading Squadron, under Captain Greene, U. S. N., 1864.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Stribling, U. S. N., 1864-1865.
- West Gulf Blockading Squadron, under Flag-Officer Farragut, U. S. N., 1862-1863.
- Mortar Flotilla, under Commander Porter, U. S. N., 1862.
- Lower Mississippi River Defenses, under Commander J. K. Mitchell, C. S. N., 1862.
- *Mobile Defenses, under Flag-Officer Randolph, C. S. N.
- Trans-Mississippi Marine Department, under Major Leon Smith, C. S. A.
- West Gulf Blockading Squadron, under Commodore Bell, U. S. N. (ad interim), 1863.
- West Gulf Blockading Squadron, under Rear-Admiral Farragut, U. S. N., 1864.
- *Mobile Defenses, under Admiral Buchanan, C. S. N.
- West Gulf Blockading Squadron, under Commodore Palmer, U. S. N., 1864-1865.
- West Gulf Blockading Squadron, under Acting Rear-Admiral Thatcher, U. S. N., 1865.
- *Mobile Defenses, under Flag-Officer Farrand, C. S. N.

7. Operations on the Western Rivers, 1861-1865.

- Naval Forces on Western Waters, under Commander Rodgers, U. S. N., 1861.
- Naval Forces on Western Waters, under Flag-Officer Foote, U. S. N., 1861-1862.
- *Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
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- *Mississippi River Defense Fleet, under Captain Montgomery, C. S. A.
- *Mississippi River Defenses, under Commander R. F. Pinkney, C. S. N.
- *Mississippi River Defenses, under Flag-Officer Lynch, C. S. N.
- Mississippi Squadron, under Rear-Admiral Porter, U. S. N., 1862-1864.
- Mississippi Squadron, under Acting Rear-Admiral Lee, U. S. N., 1864-1865.
- *Naval Defenses of Red River, Louisiana, under Lieutenant J. H. Carter, C. S. N.

* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

**UNITED STATES VESSELS OF WAR SERVING IN THE WESTERN FLOTILLA,^a
APRIL 12 TO DECEMBER 31, 1862.**

Name.	Rate.	Tonnage.	Class.	Guns.
Abraham ^b	Fourth	800	Paddle-wheel steamer	
Alfred Robb	Fourth	75	Stern-wheel steamer	4
Baron De Kalb ^c	Third	512	Ironclad	14
Benton	Third	1,000	do.	16
Black Hawk ^d	Third	902	Side-wheel steamer	8
Brilliant	Fourth	226	Stern-wheel steamer	4
Cairo	Third	512	Ironclad	13
Carondelet	Third	512	do.	14
Chillicothe	Fourth	395	do.	2
Cincinnati	Third	512	do.	14
Clara Dolsen	Third	1,200	Side-wheel steamer	1
Conestoga	Fourth	512	do.	5
Eastport	Third	700	Ironclad steamer	10
Essex	Third	1,000	Ironclad (center wheel)	8
Fairplay	Fourth	800	Side-wheel steamer	0
Fern ^e	Fourth	50	Screw steamer (tug)	4
Forest Rose	Fourth	260	Stern-wheel steamer	6
General Bragg ^f	Fourth	700	Side-wheel steamer (ram)	3
General Lyon ^g	Third	1,200	Paddle-wheel steamer	1
General Pillow	Fourth	50	Side-wheel steamer (ram)	2
General Price ^h	Fourth	633	do.	4
Glide	Fourth	127	Stern-wheel steamer	6
Great Western	Fourth	800	Side-wheel steamer (ordnance)	3
Hyacinth ⁱ	Fourth	50	Screw steamer (tug)	0
Indianola	Fourth	511	Ironclad (side wheels and screw)	2
Intrepid ^j				
Judge Torrence	Fourth	600	Side-wheel steamer	1
Juliet	Fourth	157	Stern-wheel steamer	6
Laurel ^k	Fourth	50	Screw steamer (tug)	0
Lexington	Fourth	448	Ironclad	8
Little Rebel ^l	Fourth	400	Screw steamer (ram)	3
Louisville	Fourth	326	Ironclad gunboat (center wheel)	14
Marmora	Fourth	207	Stern-wheel steamer	8
Mistletoe ^m	Fourth	50	Tug	0
Mound City	Third	512	Ironclad (center wheel)	14
New Era	Fourth	157	Screw steamer	6
New National	Fourth	1,000	Steamer (naval transport)	1
New Uncle Sam ⁿ				
Pittsburg	Third	512	Ironclad (center wheel)	14
Rattler ^o	Fourth	165	Paddle-wheel steamer	6
Red Rover	Fourth	786	Side-wheel steamer	1
Restless ^p				
Romeo	Fourth	175	Stern-wheel steamer	6
St. Clair	Fourth	203	do.	4
St. Louis ^q				
Sallie Wood			Steamer (naval transport)	
Signal	Fourth	190	Stern-wheel steamer	6
Silver Lake	Fourth	236	do.	6
Sovereign	Fourth	800	Paddle-wheel steamer	0
Spitful ^r				
Spitfire ^s				
Sumter ^t	Fourth	400	Ram	2
Thistle ^u	Fourth	50	Paddle-wheel steamer	0
Tyler	Fourth	575	Side-wheel steamer	10
Wm. H. Brown	Fourth	800	Paddle-wheel steamer	1

^a Called Mississippi Squadron after October 1, 1862.

^b Formerly Victoria.

^c Known also as St. Louis.

^d Known also as New Uncle Sam.

^e Known also as Intrepid.

^f Formerly C. S. S. General Bragg.

^g Known also as De Soto.

^h Formerly C. S. ram General Sterling Price.

ⁱ Known also as Spitfire.

^j Known officially as U. S. S. Fern.

^k Known also as Erebus.

^l Formerly C. S. S. Little Rebel.

^m Known also as Restless.

ⁿ Known officially as U. S. S. Black Hawk.

^o Known also as Florence Miller.

^p Known officially as U. S. S. Mistletoe.

^q Known officially as U. S. S. Baron De Kalb.

^r Known officially as U. S. S. Thistle.

^s Known officially as U. S. S. Hyacinth.

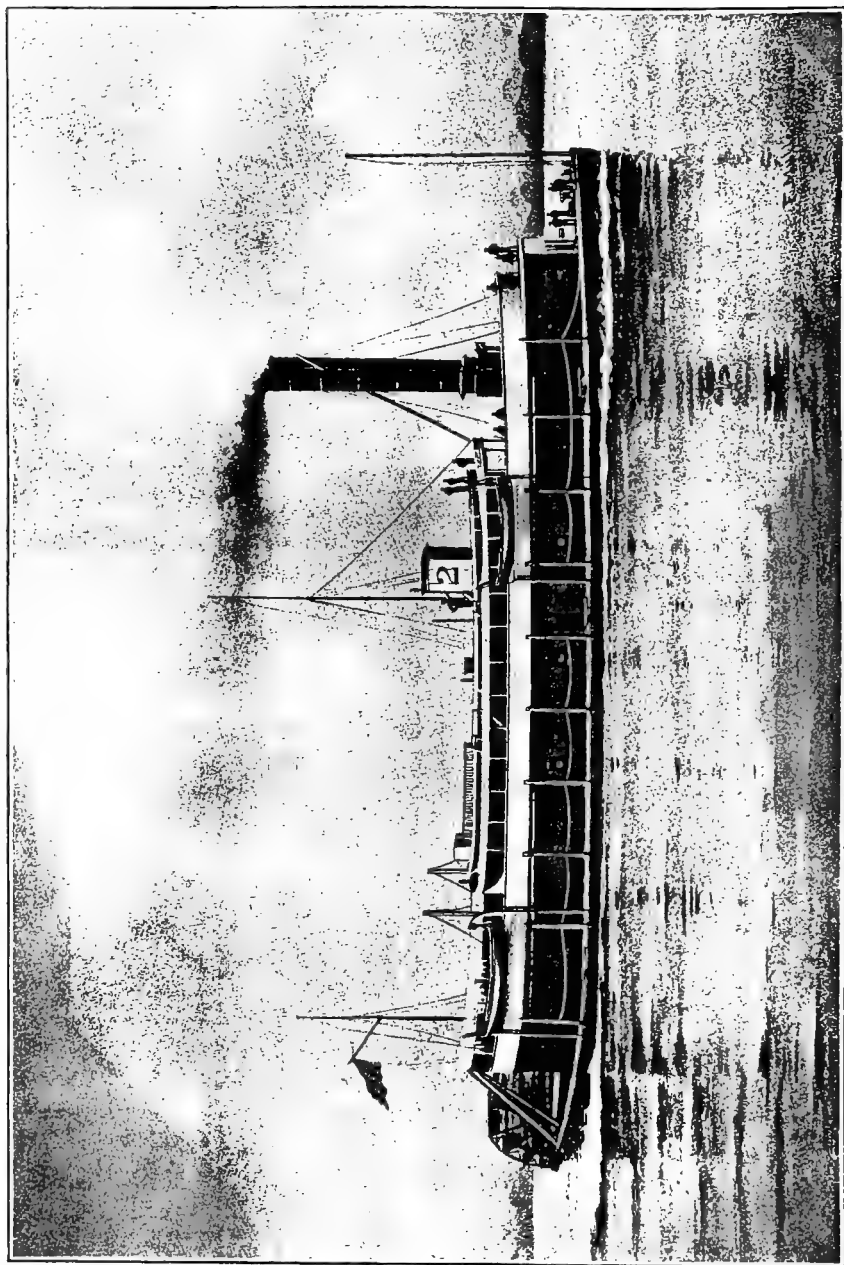
^t Formerly C. S. ram General Sumter.

^u Known also as Spitful.

CALENDAR.

1862.

APRIL.							SEPTEMBER.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
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13	14	15	16	17	18	19	14	15	16	17	18	19	20
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27	28	29	30	--	--	--	28	29	30	--	--	--	--
MAY.							OCTOBER.						
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11	12	13	14	15	16	17	12	13	14	15	16	17	18
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25	26	27	28	29	30	31	26	27	28	29	30	31	--
JUNE.							NOVEMBER.						
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8	9	10	11	12	13	14	2	3	4	5	6	7	8
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29	30	--	--	--	--	--	23	24	25	26	27	28	29
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JULY.							DECEMBER.						
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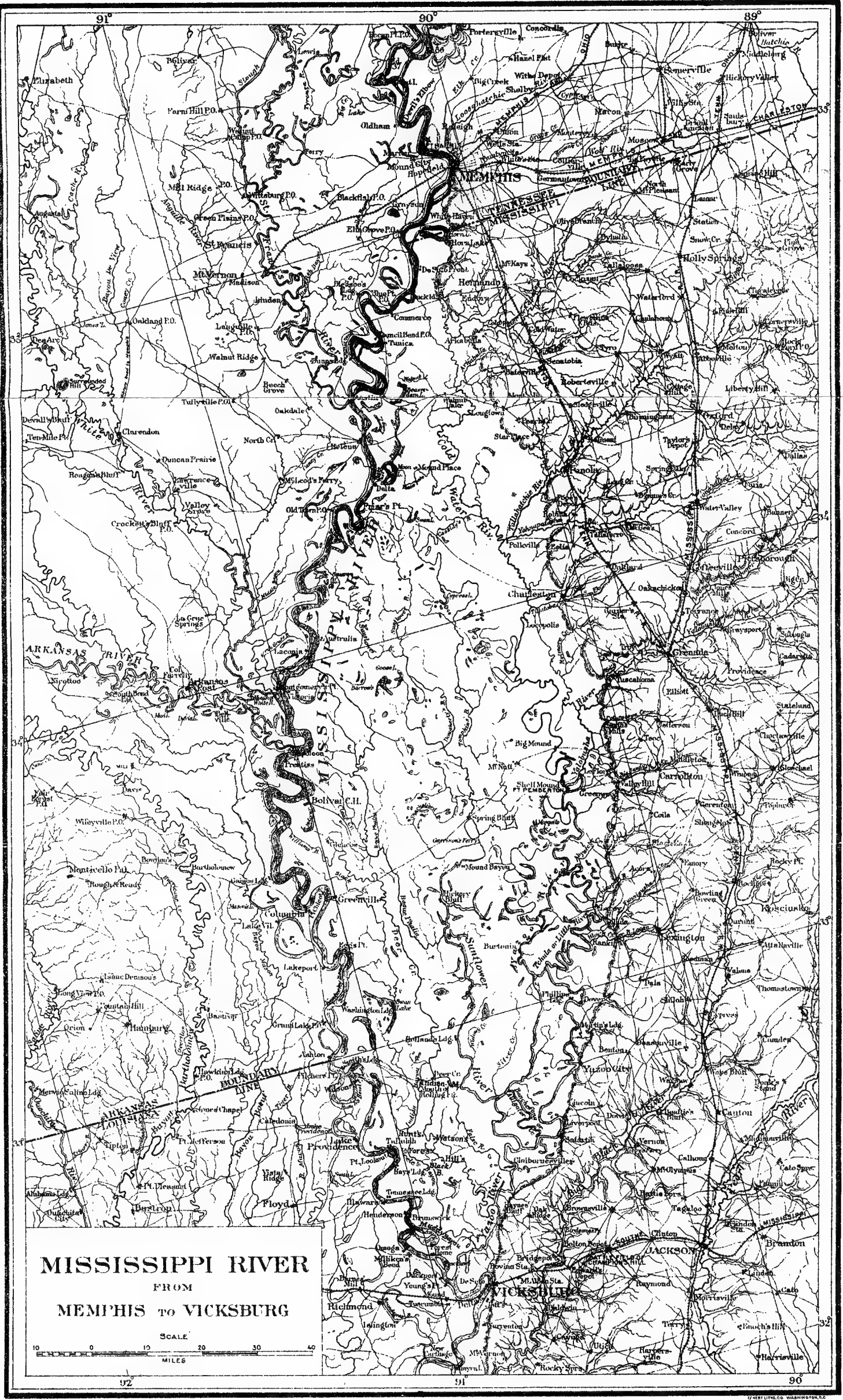


UNITED STATES STEAMER MARMORA.

NAVAL FORCES ON WESTERN WATERS.

FROM APRIL 12 TO DECEMBER 31, 1862.

49518—N W R—VOL 23—09—1



MISSISSIPPI RIVER
FROM
MEMPHIS TO VICKSBURG

SCALE
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MILES

NAVAL FORCES ON WESTERN WATERS

FROM APRIL 12 TO DECEMBER 31, 1862.

*Operations against Fort Pillow, Tenn., April 12 to June 5, 1862,
including engagement at Plum Point Bend, May 10.*

[Telegram.]

CAIRO, April 12, 1862.

(Received 10 a. m., 13th.)

The flag-officer left New Madrid at noon with the flotilla and mortar boats en route for Fort Pillow. A large body of troops accompanied.

A. M. PENNOCK,
Senior Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

Report of Flag-Officer Foote, U. S. Navy, of the arrival of the flotilla at New Madrid, Mo., en route to Fort Pillow.

U. S. FLAG-STEAMER BENTON,
New Madrid, April 12, 1862.

SIR: I arrived here last evening with the flotilla, consisting of gun, mortar boats, tugs, towboats, and transports, and would this morning have proceeded down the river, but am detained for the present by the army, but hope that General Buford's two or three regiments will be ready early to-morrow, in which case I shall proceed down the river to Fort Pillow, or any place where opposition is made to our progress toward Memphis.

I am informed that there are lying about 15 miles from this place, down the river, some seven rebel gunboats, mounted with six and seven rifled and large caliber guns, upon an average; these are the *General Polk*, *Pontchartrain*, *Livingston*, *McRae*, *Ivy*, and one other, name not known. It is hardly probable that these boats will make a stand, but will run as we approach them till they reach the cover of their heavy batteries.

The fortifications at Fort Pillow, 80 or 90 miles above Memphis, I am also informed on good authority, consist of a long line of breast-works (some 3 to 5 miles), with a ditch and timber in front or before

it, or in face, the fortifications being on top and at the front of steep bluffs and running inland, with quite a number of guns placed along the breastworks at the salient points. There are, or rather were, on the 17th March, upward of forty heavy guns mounted at Fort Pillow, and 1,200 negroes working on the batteries still, to strengthen this stronghold. The guns mounted are heavy rifled, some five or six 10-inch columbiads, some 8-inch, and remainder 32-pounders. We may also meet with some opposition at Osceola in running down the river, as a battery is said to be planted there.

As General Buford is prevented from accompanying us by General Pope's directions, I shall proceed immediately toward Memphis with the flotilla. General Pope, I believe, designs to follow this evening or to-morrow with quite a large force.

Please excuse this hurried communication, as the mail boat is waiting and we are getting underway.

I have the honor to be, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Foote, U. S. Navy, regarding the movement of the flotilla and transports under Major-General Pope, U. S. Army, to Fort Pillow.

FLAG-STEAMER BENTON,
Off Fort Pillow, April 14, 1862.

SIR: I have the honor to report that on the 11th instant I proceeded with the flotilla from Island No. 10 to New Madrid, and left that place with all our force on the 12th instant, and anchored the same evening near and just below the Arkansas line, 50 miles distant from New Madrid.

Early in the morning General Pope, with transports conveying his army of 20,000 men, arrived from New Madrid. At 8 a. m. five rebel gunboats rounded the point below us, when the gunboats, the *Benton* in advance, immediately got underway and proceeded in pursuit and when within long range opened upon the rebels, followed by the *Carondelet* and *Cincinnati* and the other boats. After an exchange of some twenty shots, the rebel boats rapidly steamed down the river and kept beyond our range till they reached the batteries of Fort Pillow, a distance of more than 30 miles. We followed them until within a mile of Fort Pillow, within easy range of their batteries, for the purpose of making a good reconnoissance, at considerable exposure, however, but it was not till we had rounded to, and ran some distance upstream, when the enemy opened fire upon us, and then with no effect, their shot, most of them, going beyond us. Having accomplished our object, I tied the flotilla up to the banks on the Tennessee side out of range of the forts for the night.

General Pope, with Assistant Secretary Scott, came aboard at 3 p. m., when it was arranged that the mortar boats should be placed in the morning on the Arkansas shore, within range of the forts, to be protected by the gunboats, and General Pope, with most of his force, should land 5 miles above, with the view of getting his army,

if possible, to the rear of the fortifications and make the attack in rear while we should, with gun and mortar boats, attack them in front.

This place has a long line of fortifications, with guns of heavy caliber; their number or the number of their men I have not yet been able to ascertain. The secession feeling here, as I learn from several persons coming on board, is very strong, and they express the opinion that the resistance will be very determined.

3 p. m.—General Pope has returned with his transports, and informs me that he is unable to reach the rear of the rebels from any point of the river above, and proposes to cut a canal on the Arkansas side, which will enable us to get three or four of the gunboats below and thus enable him to cross the river below the upper forts, and thus cut off the batteries. We shall thus have three ironclad boats above and four below, which, I presume, will be all that will be required in case the six gunboats of the rebels make an attack upon either division, as three of our gunboats ought successfully to cope with six of theirs.

The mortars are now firing and have driven the rebel gunboats out of range down the river. I shall continue to keep the Department informed of all movements.

The effect of my wound has quite a depressing effect upon me, from the increased inflammation and swelling of my foot and leg, which have induced a febrile action, depriving me of a good deal of sleep and energy. I can not give the wound that attention and rest it absolutely requires until this place is captured.

I have the honor to be, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

CAIRO, *April 15, 1862.*

(Received 16th.)

The flotilla has been within three-quarters of a mile of Fort Pillow and then, returning, took up a position 2 miles farther up. The rebel gunboats escaped below the fort.

Ten mortar boats are in position and had opened fire.

This is up to 6 o'clock last evening. General Pope's command occupy the Arkansas side of the river.

A. M. PENNOCK,
Senior Naval Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

PITTSBURG LANDING, [TENN.], *April 15, 1862.*

I have ordered General Pope's army to this place, but I think you had best continue the bombardment of Fort Pillow, and if the enemy

should abandon it, take possession or go down the river as you may deem best.

General Pope will leave forces enough to occupy any fortifications that may be taken.

H. W. HALLECK,
Major-General.

Flag-Officer FOOTE,
Mississippi River.

[Telegram.]

CAIRO, *April 16, 1862.*
(Received 17th.)

The mortars opened fire on the 14th and soon cleared the river of all vessels, the shells falling in the rebel camp.

The rebel works are strong and extensive, and there will be much labor to get in their rear.

Two deserters came on board the gunboats and say Thomas [B.] Huger is in command at Fort Pillow and Hollins gone below.

A. M. PENNOCK,
Senior Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

Letter from Major-General Pope, U. S. Army, to Flag-Officer Foote, U. S. Navy, transmitting copy of orders from Major-General Halleck.

HEADQUARTERS ARMY OF THE MISSISSIPPI,
On board steamer J. D. Perry, April 16, 1862.

SIR: I have the honor to enclose copy of dispatch this moment received from General Halleck.

I will leave with you two strong regiments, sufficient to garrison Fort Pillow when it is evacuated. I move with my command to-night.

I am, sir, very respectfully, your obedient servant,

JNO. POPE,
Major-General, Commanding.

Flag-Officer A. H. FOOTE, U. S. Navy,
Commanding Flotilla.

[Enclosure.]

PITTSBURG LANDING, *April 16, 1862.*

Move with your army to this place, leaving troops enough with Commodore Foote to land and hold Pillow should the enemy's forces withdraw.

H. W. HALLECK,
Major-General.

Major-General JNO. POPE.

Letter from Major-General Pope, U. S. Army, to Flag-Officer Foote, U. S. Navy, transmitting copy of orders issued to Colonel Fitch, U. S. Army, regarding cooperation.

HEADQUARTERS ARMY OF THE MISSISSIPPI,
On board steamer J. D. Perry, April 16, 1862.

SIR: I have the honor to enclose copy of order delivered to Colonel Fitch, commanding Indiana brigade.

I shall leave between 5 and 6 o'clock to-morrow morning.

I am sir, very respectfully, your obedient servant,
JNO. POPE,
Major-General, Commanding.

Flag-Officer A. H. FOOTE,
Commanding Flotilla.

[Enclosure.]

HEADQUARTERS ARMY OF THE MISSISSIPPI,
On board steamer J. D. Perry, April 16, 1862.

COLONEL: The main portion of this army will move to-night. You will remain at this place with the two regiments under your command on board two steamers, which will be furnished to you by Brigadier-General Palmer.

Although not under the command of Flag-Officer Foote, commanding the flotilla, you will render him every possible assistance in his operations upon the river, communicating and cooperating with him as may be necessary.

You will continue the examination of the flats and bayous in this vicinity, to determine if it be practicable to cut through to the river a passageway for boats, and if it be found practicable, you will commence the work at once, and will hasten it to completion with the troops under your command.

In case Fort Pillow should be surrendered or evacuated, you will immediately occupy the place with your command.

You will report by letter at every opportunity to the general commanding this army your progress and position, giving a detailed and full account of all matters pertaining to your command, and directed to Pittsburg, Tenn.

By order of General Pope:

SPEED BUTLER,
Assistant Adjutant-General.

Colonel GRAHAM N. FITCH,
Commanding Indiana Brigade.

Report of Flag-Officer Foote, U. S. Navy, announcing the withdrawal of the forces under Major-General Pope, U. S. Army, for operations in the Tennessee River.

FLAG-STEAMER BENTON,
Off Fort Pillow, April 17, 1862.

SIR: I have the honor to inform the Department that yesterday and the day preceding I had, with General Pope, made such arrangements, by combining our own with the forces of the army, that our possession of this stronghold seemed to be inevitable in less than six

days. I had even stronger hopes of this desirable result than I entertained even at [Island] No. 10 till the actual surrender was tendered. Our object then, after leaving a force to garrison the place, was to proceed to Memphis immediately, where, I had good authority for stating, we would have been received without opposition. But the sudden withdrawal of the entire army of General Pope this morning, under orders to proceed directly up the Tennessee River to join General Halleck's command at Pittsburg, has frustrated the best matured and most hopeful plans and expectations thus far formed in this expedition. Two volunteer regiments under command of Colonel Fitch were left here by General Pope to cooperate with the flotilla. While I deeply regret the withdrawal of General Pope's command, I am not at all questioning the propriety and even the necessity of its presence at Pittsburg, and I shall use every exertion, with the force remaining, to accomplish good results.

It is a great object to obtain early possession of this place and Memphis, as ten of the rebel gunboats are now at Fort Pillow and ten others are reported as en route to Memphis and daily expected at that place. It is reported that Commander Hollins left Fort Pillow on Sunday to bring up the heavy gunboat *Louisiana*, now about completed at New Orleans. With the exception of this latter vessel, however, we have little to apprehend from the other rebel gunboats, according to the representation of the four or six deserters lately coming to us from the gunboats at Fort Pillow. At all events, the Department may rest assured of every exertion being made on our part to accomplish the great work entrusted to this expedition.

I send herewith copies of orders from Generals Halleck and Pope, from which it will be seen, by one from the latter to Colonel Fitch, that, while I am acting under the orders of General Halleck, and the gunboats absent from my immediate command are acting under those of the generals where they are, that even a colonel here is wholly independent of my orders and command. If this be right, I presume that this command is also equally independent of the army, and that I am to govern myself accordingly.

I have the honor to be, your obedient servant,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Foote, U. S. Navy, expressing regret at the delay caused by the withdrawal of troops under Major-General Pope, U. S. Army.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, April 19, 1862.

SIR: I have the honor to inform the Department that, since my last communication of the 17th instant, we have been occasionally throwing shells into the rebel fortifications from the mortar boats, which have been returned from their rifled guns without producing any effect. Ours have compelled one encampment to remove its quarters; and from several deserters we learn, have otherwise discomfited them.

One or two examinations made by Colonel Fitch, commanding the two regiments left to cooperate with the flotilla by General Pope on withdrawing his army, have been unsuccessful thus far in finding a bayou for our boats and a position below Fort Pillow where a battery can be placed to command the river below. I shall again render him assistance by sending our small boats, in hopes that at a distance farther up the river we may be able to discover a bayou leading into a lake in which water sufficient may be found for our gunboats, with a view of erecting a battery under their protection which will blockade the river below and enable his force, although not exceeding 1,500 men, to come upon the rebels in rear, while, with the remaining gunboats here, we attack them in front.

I am greatly exercised about our position here, on account of the withdrawal of the army of 20,000 men, so important an element in the capture of the place. Fort Pillow has for its defense at least forty heavy guns in position and nine gunboats, six of them, however, being wooden boats, but armed with heavy guns, with a force of 6,000 troops. Our force consists of seven ironclads and one wooden gunboat, sixteen mortar boats, only available in throwing shells at a distance and even worse than useless for defense, and a land force of two regiments not exceeding 1,500 troops. Under these circumstances an attack on our part, unless we can first establish a battery below the fort under the protection of the gunboats, and to cooperate with it after its completion, would be extremely hazardous, although its attempt might prove successful, and even be good policy under other circumstances, but it can hardly now be so regarded, as a disaster would place all that we have gained on this and other rivers at the mercy of the rebel fleet, unless the batteries designed to command the river from below are completed at No. 10 or at Columbus, which I very much doubt. I therefore hesitate about a direct attack upon this place now, more than I should were the river above properly protected, although by it, and loss of time, the rebels may succeed in getting up to Fort Pillow their entire fleet of gunboats. As I stated in my last communication, had not General Pope's army been withdrawn, we have every reason for believing that a plan we had adopted would have insured the fall of Fort Pillow in four days, and enabled us to have moved on Memphis in two days afterwards. It has always been my expectation that a large army would cooperate with the gunboats, and now the fall of Corinth and movement of our troops on to Memphis seem to be essential to our holding this place and reaching Memphis with the flotilla.

I am surprised to see published in the papers that I have informed the War Department that several gunboats are below Fort Pillow, and that Commodore Foote regards its early capture as certain. I have not, of course, communicated with the War Department at all, neither have I ever said anything to warrant any portion of the fabricated notice in the papers.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

CAIRO, April 19, 1862—10 p. m.

News from the flotilla to 18th, morning. The mortars continued firing to the annoyance of the enemy.

The flag-officer thinks the fort would have been taken in a few days if the army had not been withdrawn.

General Pope's army left to-day, upward bound.

No communication with Cairo by rail nearer than Mound City.

Magazines flooded; ammunition saved and stored in scows and steamers. River rising, and nearly over top of levee.

Let us know in time if flag-officer is to officer the rams building at Pittsburg and Cincinnati.

A. M. PENNOCK,
For Flag-Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

CAIRO, ILL., April 19, 1862.

On the evening of the 16th General Pope received an order from General Halleck to move his army immediately to Pittsburg Landing, leaving with gunboats force enough to garrison Fort Pillow, if evacuated by the enemy. Our fleet left Fort Pillow next morning at daylight, and will all pass Cairo during this night. Two regiments were left with gunboats. I report fully by mail, and will go up Tennessee, reporting daily by telegraph and mail if possible.

THOMAS A. SCOTT.

Hon. E. M. STANTON,
Secretary of War.

Report of Flag-Officer Foote, U. S. Navy, regarding continued bombardment of the batteries at Fort Pillow.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, April 23, 1862.

SIR: I have the honor to inform the Department that since my last communication, with the exception of a day or two, when the heavy rains caused the mortars to recoil dangerously on the wet platform, we have been shelling the rebel batteries at Fort Pillow, and most of the time kept their gunboats beyond our range. Colonel Fitch, in command of the 1,200 infantry left here by General Pope, has been examining bayous and creeks with a view of getting guns to blockade the river and prevent the new gunboats from coming up from New Orleans and Memphis; but, as the rebels are in great force, and no tools or conveniences for cutting through the swamps were left by General Pope when his army, so unfortunately for us, was withdrawn, he has made as yet no satisfactory progress.

I am doing all in my power toward devising ways and means preparatory to a successful attack on the forts, and shall continue to do so, but as the capture of this place was predicated upon a large land force cooperating with the flotilla, or its being turned by the army marching upon Memphis; and considering the difficulties of fighting the flotilla downstream with our slow boats, compared with upstream work, the Department will not be surprised at our delay and having

made no further progress toward the capture of this stronghold of the rebels. I shall, however, do all in my power to be successful here, and exert myself even beyond my impaired health and strength toward the accomplishment of this great object.

The rebels are strongly fortified on land, and have eleven gunboats lying near, or rather below their fortifications. A resident of the place informs me this morning that thirteen gunboats are now here, seven of which, however, are mere river steamers, with boilers and machinery sunk into hold and otherwise protected, but they carry from four, six, to eight guns of heavy caliber, some of which are rifled. The other boats are iron-plated or filled in with cotton. The large steamer of sixteen or twenty guns, being plated and named the *Louisiana*, has not arrived, but is daily expected from New Orleans.

I have thus given the Department the best information I can obtain from the most reliable sources from resident Union men and the twelve deserters from the enemy, whose accounts, however, are conflicting, many of them giving fabulous numbers of men, guns, and gunboats. We have not force enough to hold the place if we take it.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—In a picket skirmish yesterday the rebels lost one killed, and one or two wounded, no loss on our side. A. H. F.

[Private.]

Mrs. General Buckner, when here from Columbus, said that there they feared the gunboats, and only the gunboats, and she was anxious to visit them. The rebel papers and prisoners all say that the gunboats demoralize their army.

In Pillow's official report, who says that he and Floyd were in Fort Donelson, and that the gunboats made a most desperate attack upon it, and did the fort great injury, but that the fort sunk two of the gunboats and disabled the other two. The rebels in person and in their papers speak with great respect of the gunboats. An army major told me that we were purposely held back from Nashville that General Buell might take it, although that officer sent for a gunboat, which went off Nashville before he entered the city. General Halleck refers to General Smith taking possession of Clarksville and says not a word about gunboats, whereas three days before, I took possession, hoisted our flag on the forts, and issued my proclamation.

[A. H. FOOTE.]

Pillow's official report was destroyed by mistake. I get this information from Lieutenant Shirk.

Report of Flag-Officer Foote, U. S. Navy, proposing an initiative movement by running the blockade of Fort Pillow.

FLAG-STEAMER BENTON,
Off Fort Pillow, April 30, 1862.

SIR: I have the honor to inform the Department that, from information deemed reliable, the rebels have thirteen gunboats and rams

a few miles below Fort Pillow, and that on the 27th instant, at 3 a. m., an attack was contemplated by those boats on the flotilla, and preparations made accordingly. The attack, however, has not taken place. The reason assigned for its delay, or abandonment, as given by several deserters, is that a council of war was held and the rebels concluded the attack was impracticable. We are prepared for an attack at any moment, but unless there is an additional number of rebel gunboats reinforcing them, I question whether the attack will be made. Should it be made, however, our position here is a bad one, as our slow steamers can hardly stem the current, and in grappling with the enemy we should drift under the guns of the fort, which are but 4 or 5 miles below the upper gunboats. In view of this, there are strong reasons for our taking the initiative, and in a dark night, by running the blockade, get below the fort and attack the rebel boats and rams with our seven ironclad gunboats. I should much prefer this course, and our officers and men are ready for the hazardous service, which, if successful, would enable us to turn from below, after destroying the rebel fleet, and attack the fort upstream, and afterwards proceed to Memphis.

On the other hand, the objections are that in running the blockade we might leave one or two rebel steamers behind us, which would come up to destroy our transports, mortar boats, and command the river above us, soon leaving us without coal or ammunition below; and, added to this, we have but 1,200 troops, a portion, or one regiment of which, a military officer of rank informs me, is not in all respects efficient, and thus the force is not equal to holding the place, while we should proceed on to Memphis; and again, if disaster should occur to us, the rebel gunboats would have complete possession of the river or rivers above us, as I believe that No. 10 is [has] not even yet had its guns mounted to command the river, although I have strongly urged it. Had General Pope not been ordered away with his 20,000 troops, we should, before this, humanly speaking, [have] been in possession of Fort Pillow and Memphis, and even had the general left a sufficient number of troops under General Buford, who so effectually cooperated with me at No. 10 and wanted to remain with me with his 2,000 men, we would have been able to do more than we can do now, although Colonel Fitch is an officer of the highest intelligence and gallantry, but wants more men.

The Department will see from this statement the difficulties and embarrassment of my position. My course of action must soon be decided upon, and I shall act with a single eye to what is deemed best, under the circumstances, to insure success in our operations.

I must beg the indulgence of the Department for the appearance of this communication, as I am especially weak and unfit for writing to-day.

I have the honor to be, very respectfully, your obedient servant.

A. H. FOOTE,
Flag Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Captain Davis, U. S. Navy, to Commander Dove, U. S. Navy, commanding U. S. S. Louisville, to report for duty at Fort Pillow or below.

U. S. FLAG STEAMER BENTON,
Off Fort Pillow, May 10, 1862.

SIR: On the receipt of this order you will immediately get underway with your vessel and make all possible dispatch in reporting yourself to me at this point or below.

Very respectfully, your obedient servant,

C. H. DAVIS,
Captain, Commanding Western Flotilla, Mississippi River.
Commander B. M. DOVE, U. S. Navy,
Commanding Gunboat Louisville, Hickman, Ky.

Order of Flag-Officer Davis, U. S. Navy, to the captain of Bell-Boat No. 8.

U. S. FLAG STEAMER BENTON,
Off Fort Pillow, May 10, 1862.

The captain of the Bell-Boat No. 8 will be pleased to make all possible dispatch in reaching this squadron.

The services of the boat are required for the Government use immediately, and whatever private engagements the boat may have they must be for the present disregarded.

C. H. DAVIS,
Captain, Commanding Western Flotilla, Mississippi River.

[Telegram.]

FLAGSHIP BENTON,
Above Fort Pillow, Mississippi River, May 10, 1862.
(Via Cairo, Ill., 11th.)

The naval engagement for which the rebels have been preparing took place this morning. The rebel fleet, consisting of eight iron-clad gunboats, four of which were fitted with rams, came up handsomely. The action lasted one hour. Two of the rebel gunboats were blown up and one sunk, when the enemy retired precipitately under the guns of the fort. Only six vessels of my squadron were engaged. The *Cincinnati* sustained some injury from the rams, but will be in fighting condition to-morrow. Captain Stembel distinguished himself. He is seriously wounded. The *Benton* is uninjured. Mortar boat No. 16, in charge of Second Master Gregory, behaved with great spirit. The rebel squadron is supposed to be commanded by Commodore Hollins.

C. H. DAVIS,
Captain, Commanding Western Flotilla,
Mississippi River *pro tem*.

HON. GIDEON WELLES,
Secretary Navy.

Report of Captain Davis, U. S. Navy, commanding Mississippi Flotilla pro tem., regarding engagement at Plum Point Bend, above Fort Pillow.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 11, 1862.

SIR: I have the honor to inform the Department that yesterday morning, a little after 7 o'clock, the rebel squadron, consisting of eight ironclad steamers, four of them, I believe, fitted as rams, came around the point at the bend above Fort Pillow and steamed gallantly up the river, fully prepared for a regular engagement.

The vessels of this squadron were lying at the time tied up to the bank of the river, three on the eastern and four on the western side, and (as they were transferred to me by Flag-Officer Foote) ready for action. Most of the vessels were prompt in obeying the signal to follow the motions of the commander-in-chief.

The leading vessels of the rebel squadron made directly for mortar boat No. 16, which was for a moment unprotected. Acting Master Gregory and his crew behaved with great spirit; during the action he fired his mortar eleven times at the enemy, reducing the charge and diminishing the elevation.

Commander Stembel, in the gunboat *Cincinnati*, which was the leading vessel in the line on that side of the river, followed immediately by Commander Kilty, in the gunboat *Mound City*, hastened to the support of the mortar boat, and were repeatedly struck by the enemy's rams, at the same time that they disabled the enemy and drove him away.

The two leading vessels in the middle of the enemy's line were successfully encountered by this ship. The boilers or steam chest of one of them was exploded by our shot, and both of them were disabled; they, as well as the first vessel encountered by the *Cincinnati*, drifted down the river.

Comander Walke informs me that he fired a 50-pound rifle shot through the boilers of the third of the enemy's gunboats of the western line, and rendered her, for the time being, helpless. All of these vessels might easily have been captured if we had possessed the means of towing them out of action, but the steam power of our gunboats is so disproportionate to the bulk of the vessels that they can accomplish but little beyond overcoming the strength of the current, even when unencumbered.

The action lasted during the better part of an hour, and took place at the closest quarters. The enemy finally retreated with haste below the guns of Fort Pillow.

I have to call the especial attention of the Department to the gallantry and good conduct exhibited by Commanders Stembel and Kilty and Lieutenant Commanding S. L. Phelps.

I regret to say that Commander Stembel, Fourth Master Reynolds, and one of the seamen of the *Cincinnati*, and one of the *Mound City*, were severely wounded; the other accidents of the day were slight.

The *Cincinnati* and *Mound City* are injured, and must, sooner or later, go up the river to be repaired.

I have the honor to be, your most obedient servant,

C. H. DAVIS,

Captain, Commanding Mississippi Flotilla pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Walke, U. S. Navy, commanding U. S. S. Carondelet, regarding engagement at Plum Point Bend.

U. S. GUNBOAT CARONDELET, *May 10, 1862.*

SIR: About half past 6 o'clock this morning the rebel fleet, consisting of eight gunboats, made their appearance, steaming up the river toward our mortar boat and the gunboat *Cincinnati*. I had all hands called, beat to quarters immediately, and prepared for action. About 6:30 got underway by your order and steamed down the river toward the enemy's leading boat, which appeared to be a ram, intent on running down the *Cincinnati*.

Being about three-eighths of a mile distant, I opened fire on her with our bow guns. The ram ran into the *Cincinnati*, striking her on the starboard quarter as she attempted to avoid the enemy's prow, firing her broadside and bow guns into her before and during the collision. Both vessels turned, the *Cincinnati* heading up the river, and the ram down the river, evidently disabled and unmanageable, as she dropped down without firing a shot, as far as I saw or can ascertain. I kept our bow guns firing upon her until two other rebel gunboats came up, steaming rapidly for the *Cincinnati*, when I turned our bow guns on them, bringing our port broadside guns to play upon the ram. As the enemy's second and third gunboats approached the *Cincinnati*, we fired a 50-pound rifled shot (apparently) through the boilers of one of them while running into the *Cincinnati*, as they exploded immediately, and she dropped downstream, helpless, leaving her consort above us. By this time we had drifted down below the rest of our fleet. Our head being up the river, we kept our broadside and stern guns constantly firing on the enemy's fleet until they retreated out of sight.

We were struck by fragments of an exploded shell; also by two grapeshot, amidships, which appeared to come from the gunboat *Pittsburg*. She fired several shot just over us and we were at the time more in dread of her shot than those of the enemy, but providentially there were no killed or wounded on board the *Carondelet*. We expended fifty-seven 64-pounder, 32-pounder and rifled solid shot, and three rifled shells.

Very respectfully, sir, your obedient servant,

H. WALKE,
Commander, U. S. Navy.

Commodore C. H. DAVIS,
Commanding Mississippi Flotilla.

Report of Second Master Gregory, U. S. Navy, regarding engagement at Plum Point Bend.

MAY 10, 1862.

SIR: I have the honor to report that in accordance with your order, I have opened fire from mortar boat No. 16 upon Fort Pillow at 6 o'clock a. m.

After firing five shells the enemy's gunboats rounded the point above the fort in full view and not more than three-fourths of a mile distant. I at once trained my mortar upon them, loaded for that short range, and fired, bursting my shell directly over them. I con-

tinued that practice during the engagement that ensued, which lasted about forty minutes, in which our whole fleet of gunboats were engaged as also were theirs.

During the action I received two 32-pound shots through my boat above the deck. Several appeared to go over us. We had no one hurt.

The enemy retired, with what damage I do not know.

I continued to fire after their retreat until 5 p. m., when I received orders to cease firing. I have expended 57 charges during the day.

All of which is respectfully submitted.

T. B. GREGORY,

Second Master, in charge of one division of the mortar boats.

Capt. HENRY E. MAYNADIER,

*Commanding U. S. Mortar Boats on the
Western Waters, near Fort Pillow.*

[Enclosure.]

Mortar boat No. 16, in charge of Second Master Gregory, participated in the engagement, firing the first shell and continuing the firing during the action. A rebel gunboat, supposed to be the *Sumter*, came within 60 feet of the mortar boat and fired two 32-pound shot through the iron blinds, and two volleys of musketry, which did not penetrate. The crew of the boat consisted of the second master and 14 men, none of whom were injured.

Respectfully submitted.

HENRY E. MAYNADIER,
Captain, U. S. Army.

[Telegram.]

CAIRO, May 11, 1862.

The rebel gunboats and rams made an attack on our flotilla yesterday morning. Two of their gunboats were blown up and one sunk. The remainder returned with all possible haste to the protection of their guns at Pillow.

WM. K. STRONG,
Brigadier-General.

Major-General HALLECK.

Report of Captain Davis, U. S. Navy, announcing the death of Fourth Master Reynolds, of the U. S. S. Cincinnati.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 12, 1862.

SIR: It is with great regret that I have to inform the Department that Mr. G. A. Reynolds, fourth master of the U. S. gunboat *Cincinnati*, died this morning at 2 o'clock from the wound received during the engagement on the morning of the 10th instant.

He was a young man of unblemished character, and distinguished himself during the engagement and while at the closest quarters with the enemy, by courage and devotion to his duty.

I have the honor to be, very respectfully, your obedient servant,

C. H. DAVIS,

Captain, Commanding Western Flotilla, Mississippi River.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Davis, U. S. Navy, regarding injuries to vessels, Captain Stembel's wounds, and the valor of Acting Volunteer Lieutenant Hoel, of the U. S. S. Cincinnati.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 12, 1862.

SIR: The gunboats *Mound City* and *Cincinnati* were so much injured by the enemy's rams that it was necessary to run them on the banks. When the former was freed from water it was discovered that it was impossible to repair her here; she was therefore sent to Cairo yesterday. The *Cincinnati* is not yet clear, but I have sent for the necessary means. I am in hopes, when we are able to examine her injuries, that we shall find it possible to repair her with the means in our own hands.

The severity of Captain Stembel's wounds rendered it expedient, according to medical advice, to send him to Cairo.

After he was wounded, the command of the *Cincinnati* devolved upon Acting [Volunteer] Lieutenant William R. Hoel. I can not praise more than they deserve his high valor and ability. He sets the highest example to those below him, and if it were possible to give him a permanent position worthy of his merits, the Navy would be the gainer as well as himself.

Our scouts report the enemy employed in repairing their gunboats. The present reduced number will probably be increased by additions from below. Flag-Officer Foote thought it might be the intention of the enemy to pass the flotilla and ascend the river, and if they should attempt to do so, such is their vast superiority in speed, that pursuit would be hopeless. Everything indicates an intention on the part of the enemy to come up again; and if there are rams, as I understand there are, being fitted up under the direction of the War Department, at Pittsburg, Cincinnati, or elsewhere, for service in this river, now is the time to make them useful.

I have the honor to be, very respectfully, your obedient servant,

C. H. DAVIS,

Captain, Commanding Western Flotilla, Mississippi River.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement 1.]

DEAR GENERAL: Can't the rams be hurried?

Yours,

Fox.

[Endorsement 2.]

Mr. Watson says that all that can be done to hurry up the rams is already done. Of the two heaviest vessels, one started for New Albany last night and the other will start to-morrow night, guns or no guns. These are the last.

Yours, respectfully,

M. C. MEIGS.

G. V. Fox, Esq.,

Assistant Secretary Navy.

Report of Captain Davis, U. S. Navy, referring to the position of the flotilla since the action at Plum Point.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 13, 1862.

SIR: Since my communication of yesterday nothing of real importance has transpired.

As a result of the engagement of Saturday the flotilla occupies a position nearer to Fort Pillow than before.

Hoping to profit by this, the enemy fired mortars and heavy guns during the whole night, but without doing us any injury.

At noon a flag of truce from below brought up Doctor William R. Thrall, U. S. Army, released on parole in exchange for Doctor Yandell of the other side.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,

Captain, Commanding Western Flotilla pro tem, Mississippi River.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Benton, regarding the engagement at Plum Point Bend.

U. S. GUNBOAT BENTON,
Off Fort Pillow, May 11, 1862.

MY DEAR SIR: You will have heard of the fight yesterday morning. Eight rebel gunboats came up to the point, and four or five of them proceeded at once toward the *Cincinnati*, then covering the mortar boat, one of the rebel boats, with masts, being considerably in advance. Captain Stembel, in the most gallant manner, steamed up, rounded to, and opening fire, stood down for the rebels. As he approached the fire was withheld, the ram striking Stembel's vessel in the quarter and swinging both broadsides to, when, the muzzles absolutely against the rebel boat, a broadside was poured into her, making a terrible crashing in her timbers. The rebel swinging clear made downstream, with parting salute of other guns, in a helpless condition. By this time the *Benton*, *Mound City*, and *Carondelet* were far enough down, half way at least, to Stembel's assistance to open an effective fire; the *Pittsburg* not yet clear of the bank and the

Cairo just sending a boat out to cast off her hawsers. The *St. Louis* came down pretty well; two rams were making for the *Cincinnati* and one again hit her in the stern, receiving the fire of the stern guns. That boat struck Stembel twice, doing little damage, but using sharpshooters to such effect as to dangerously wound Stembel and the fourth master, Mr. Reynolds, and one man in the leg. By this time we were in their midst and I had the satisfaction to blow up the boilers of the ram that last hit the *Cincinnati* by a shot from our port bow 42 rifle. I fired it deliberately with that view, and when the ram was trying to make another hit. Another ram had now hit the *Mound City* in the bows, and had received the fire of every gun of that vessel in the swinging that followed the contact. We interposed between another and the *Mound City* and the rascal, afraid to hit us, backed off, when he also blew up from a shot I fired from the same rifle, hitting only a steam pipe or cylinder. All their rams drifted off disabled and the first one that blew up could not have had a soul remaining alive on board, for the explosion was terrific. We could have secured two or three of them had we had steam power to do so, but as it was, saw them drift down helpless under the fort, and one is said to have sunk in deep water. The mortar boatmen acted with great gallantry, firing away to the end. The rebels fired two 32-pounder shots through the mortar boat and two volleys of musketry into her, without hurting a man.

The *Mound City* had her bow pretty much wrenched off and was run onto the shoal opposite where we had been lying. The *Cincinnati* ran to the bank below where we laid when you left, and sunk in 11 feet water.

The *Champion*, steamer, fortunately arrived, having on board a 20-inch steam pump, and the *Mound City* is now afloat, but greatly damaged. The *Cincinnati* will be raised in twenty-four hours. My plan of logs suspended is immediately to be tried. The wounded of the squadron are 5; killed, none. Stembel we hope will recover. He did splendidly; so all did, saving as above stated. The loss of the rebels must be very heavy; their vessels were literally torn to pieces, and some had holes in their sides through which a man could walk. Those that blew up—it makes me shudder to think of them.

I have written very hastily, knowing that you would be anxious to hear and would find excuses for my style and writing, in remembering with what busy circumstances we must be surrounded just now, and I am very nervous from an unwonted amount of exertion and movement. I count off the days, anxious for them to roll around, when you will return, and the *Eastport*, with some power, come to the squadron with your flag flying.

All hands went into the fight with a will. We have no news from below. Colonel Fitch will land his force in the morning.

This I believe is the first purely naval fight of the war.

May heaven bless you, my dear sir, and restore you to us in health very soon.

Respectfully and very truly, yours,

S. L. PHELPS.

Flag-Officer A. H. FOOTE, U, S. Navy,
Cleveland, Ohio.

Report of Fleet Captain Pennock, U. S. Navy, regarding the engagement at Plum Point Bend.

U. S. NAVAL DEPOT,
Cairo, May 13, 1862.

MY DEAR FLAG-OFFICER: Mr. Mitchell has just arrived here on the *Pollard* with Captain Stembel, who is attended by Doctor Beauchamp, of the *Great Western*.

I am most happy to be able to state that the captain's wound, although very severe, and causing him a vast deal of suffering, will not prove fatal. The ball entered his shoulder just above the shoulder blade, on the right side, and passing through the neck, came out in the front of the throat, directly under the chin. The surgeon is of the opinion that no arteries have been severed and that no secondary hemorrhage will ensue, particularly as at the present time he is so rapidly improving in his breathing.

The attack, it appears, was not intended to be a general one on the part of the rebels, but merely an endeavor to sink the gunboat guarding the mortar, to cut the latter loose and allow it to drift down with the current and then secure it for their own use. The rebel fleet made its appearance at a few minutes past 7 o'clock on Saturday morning—eight gunboats and rams and two or three tugs.

They made directly for the mortar which had greeted their appearance by a shell which exploded directly over the largest boat. The *Cincinnati* was guarding the mortar, and immediately slipped her hawser, and stood out to meet them, apparently endeavoring to get below and fight them bow on, but failed. One of the rams then made for her and struck her twice astern, doing but little injury. The other was preparing to assist her when the *Mound City* came into the fight, thus leaving the *Cincinnati* but one antagonist. At this juncture Captain Stembel so handled the *Cincinnati*, and at the same time shooting the pilot of the ram, she veered and struck the *Cincinnati* on the plating amidship. As she struck a broadside was poured into her from the *Cincinnati*, which disabled her, and she drifted away from the action and at the same moment Captain Stembel was shot from the deck of the ram; one of the sailors killed the man who shot him immediately. All of the boats were engaged by this time. The *Benton* fired into one of them and it is said blew her up. The *Cincinnati* had received a blow on her starboard quarter, which opened her clear to the shell room, and when the rebels retreated she was run out on the bar, immediately below where the *Benton* formerly lay, and where she settled in 12 feet of water. The *Mound City* received a blow in the bow which damaged her considerably, and she ran her head on the bank and rigged a temporary bulkhead. She arrived here to-day for repairs. As soon as I received word that she was coming I sent for Mr. Hambleton and made arrangements for having her hauled out immediately.

She will be ready for service in about four days. Fortunately for us I had sent down the steamer *Champion*, whose boats have pumps rigged for pumping out sunken vessels, and after she had pumped the water out of the *Mound City*, and assisted her part of the way up the river, she started back to raise the *Cincinnati*. I also sent down the submarine bell boat and I hope in a short time to be able to inform

you that she is raised. The *Louisville* has also joined the flotilla. I sent to-day your keys and the letter of General Villepigue by mail.

Trusting that a change of scene and climate may speedily insure your return to the flotilla, I remain, my dear flag-officer,

Very respectfully, yours,

A. M. PENNOCK.

[Flag-officer FOOTE.]

Letter from Captain Davis, U. S. Navy, to Lieutenant-Colonel Hogg, U. S. Army, regarding the services of a gunboat.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 11, 1862.

DEAR SIR: I have had the pleasure to receive your letter of the 9th instant, to which I have given the most careful consideration.

In the action with the rebel fleet yesterday morning two of my gunboats, the *Cincinnati* and *Mound City*, were placed *hors de combat*. The enemy, having still a considerable force, lies below the guns of Fort Pillow and is actively employed in repairing damages. It is possibly his intention to renew the engagement. Under these circumstances I must have the *Louisville* with me until the *Cincinnati* and *Mound City* are ready for service. This will be very soon. I will leave you the least possible time without a gunboat.

I am expecting some of Mr. Ellet's rams down the river every moment, and I will send you, if not the *Louisville*, a vessel that will afford sufficient protection to the post you command as soon as this juncture of affairs is terminated.

Very respectfully, your obedient servant,

C. H. DAVIS,
Captain, Commanding Western Flotilla, Mississippi River.

Lieutenant-Colonel HARVEY HOGG,
Commanding U. S. Forces at Hickman, Ky.

Report of Captain Davis, U. S. Navy, referring to the condition of the U. S. steamers *Cincinnati* and *Mound City*.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 14, 1862.

SIR: I have the honor to inform the Department that nothing new has transpired since yesterday.

The vessels containing the requisite means for clearing the *Cincinnati* have arrived, and we are now at work with every promise of success. I mentioned in my last dispatch that the *Mound City* had been sent to Cairo. I have since learned that her injuries are more serious than we thought. I hope to be able to send the *Cincinnati* to Cairo to-day.

I have the honor to be, very respectfully, your obedient servant,

C. H. DAVIS,
Captain, Commanding Western Flotilla, Mississippi River.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Personal letter of congratulation from Flag-Officer Foote, U. S. Navy, to Captain Davis, U. S. Navy, on the engagement at Plum Point Bend.

CLEVELAND, *May 15, 1862.*

MY DEAR DAVIS: I congratulate you and hope that a vote of thanks and passage of the naval bill will make you an admiral for your ready coming to my relief when too ill to do my duty, and making such a glorious fight.

I was interested to find those fellows so plucky, and must confess to some little envy in not being able to have taken a hand in your dashing affair.

I reached here with less fatigue than I anticipated, but was bored by the good people everywhere to speak and show myself. I feel it to be unmerited on my part, this wonderful attention, and it is particularly unpleasant, associated with my leaving to you liability for another fight at any moment.

I am in a great hurry to return and relieve you; my heart is with the flotilla, but I was in a condition wholly unfit to command when I left, and did right in leaving, as the interests of the flotilla required it. * * * I feel rather better, and hope in two weeks to leave for Cairo to join you as soon as possible.

Excuse my incoherent note.

Yours, ever affectionately,

A. H. FOOTE.

Letter of congratulation from the Acting Secretary of the Navy to Captain Davis, U. S. Navy, forwarding promotion for Acting Master Gregory.

NAVY DEPARTMENT, *May 16, 1862.*

SIR: Your dispatch of the 11th instant, reporting your successful engagement on the 10th instant, is received.

You have performed your whole duty. The officers and men of the flotilla educated to victory under Flag-Officer Foote have fulfilled the expectations of the Department.

Promote Acting Master Gregory to an acting [volunteer] lieutenant.

I am, respectfully, your obedient servant,

G. V. Fox,
Acting Secretary.

Flag-Officer CHAS. H. DAVIS,

Commanding (pro tem) the Western Flotilla, Cairo.

Order of Captain Davis, U. S. Navy, to Lieutenant-Commander Fitch, U. S. Navy, transmitting order for Captain Maynadier, U. S. Army, commanding mortar fleet.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 16, 1862.

SIR: I enclose herewith an order upon Captain Maynadier, commanding the mortar fleet, for the detail of the crews of the navy

howitzers to be landed in the proposed expedition; each howitzer will be accompanied by a seaman from the squadron.

Very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Commanding U. S. Naval Forces, Western Waters.

Lieutenant-Commander LE ROY FITCH, U. S. Navy,

Commanding Steamer Judge Torrence, Mississippi River.

[Enclosure.]

U. S. FLAG-STEAMER BENTON,

Off Fort Pillow, May 16, 1862.

SIR: It is the intention of the colonel commanding to take with him four of the mounted navy howitzers in the proposed expedition, and I will thank you therefore to detail from the mortar fleet a sufficient number of men for crews for these howitzers. This number will be fixed by Lieutenant Commanding Fitch. One man from the squadron will accompany each howitzer.

Very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Commanding U. S. Naval Forces, Western Waters.

Captain H. E. MAYNADIER, U. S. Army,

Commanding Mortar Fleet, Mississippi River.

Report of Captain Davis, U. S. Navy, regarding condition of injured naval vessels and referring to discussion of plan of attack upon Fort Pillow.

U. S. FLAG-STEAMER BENTON,

Off Fort Pillow, May 16, 1862.

SIR: The gunboat *Cincinnati* left for Cairo last evening. The injury she sustained proved to be much more serious than at first reported. It is reported to me that the repairs on the *Mound City* are nearly concluded.

General Quinby, from Island No. 10, visited me this morning early, in company with Colonel Fitch, commanding the brigade at this place. A plan of combined operation having for its object the capture of Fort Pillow was discussed and agreed upon. The preliminary steps are now in progress.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,

*Captain, Commanding Western Flotilla,
Mississippi River, pro tem.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Phelps, U. S. Navy, regarding various matters of interest.

U. S. GUNBOAT BENTON,

Off Fort Pillow, May 17, 1862.

MY DEAR SIR: Since my very hurried letter after the fight the other morning I have absolutely been unable to write.

The *Cincinnati* was only raised night before last and got off for Cairo.

The bell boat had no crew, and we had trouble about the machine. Mr. Hoel was left alone. One master killed and two sick. We ran the *Benton* to the stern of the *Cincinnati* and remained there till she left, and I assisted Mr. Hoel, besides getting logs, chains, railroad iron, etc., with which to secure the boats against rams. We are putting railroad iron about the stem of this boat, which is her weak part. General Quinby is coming down with some artillery, cavalry, and infantry, and a combined attack is to be made on the fort in about three days' time. Everything has been quiet about the fort and where the gunboats lie below. Two of their rams are missing. Deserters say that 108 were buried from their vessels after the fight. A good many deserters and refugees are coming in and passing up to Cairo, some 30 to 50 per day.

We are now anchored across the river a little below where we lay when you left. Captain Dove is here with the *Louisville*. Now we have the *Cairo*, *Pittsburg*, and *Louisville* to "count" among the six vessels of the fleet. I would rather have either one of the other two than all three. Kilty did handsomely in the fight. Neither the *Pittsburg* nor *Cairo* got into it, and the *St. Louis* can hardly be said to have done so. Commander Davis now has got the run of matters very well. The plan of attack proposed is the old one—land on the bluff, open heavy mortar fire, and follow up with attack by gunboats. What the rebel boats can do remains to be seen.

The great craft building in Memphis has been taken up the Yazoo to be finished, and a mechanic from there says it will be fifteen days before she will be ready. We must catch her there before she can be fitted out. I have not time this morning, being so much interrupted, to write about all the little matters of the fleet of which I know you would like to be informed. Suffice it to say that things go much as before. I miss you a great deal, as all do, though, of course, with such a gentleman as Captain Davis there could be nothing but the most agreeable relations. Captain Pennock writes that the *Eastport* will be ready in thirty days. I trust then you may be entirely recovered and come to realize a little pleasant cruising in what will be the dashing vessel of the fleet. Thirty days make but a little count and will soon pass.

I am, respectfully and very truly, yours,

S. L. PHELPS.

Flag-Officer A. H. FOOTE, U. S. Navy,
Cleveland, Ohio.

Appointment by Captain Davis, U. S. Navy, of Robert B. Smith as fourth master on the U. S. S. *Cincinnati*, for faithful performance of duty.

U. S. FLAG-STEAMER, BENTON,
Off Fort Pillow, May 18, 1862.

SIR: In consequence of the faithful and energetic manner in which you have performed the duties of executive officer of the gunboat *Cincinnati* since our late engagement, made known to me by the re-

port of Acting [Volunteer] Lieutenant Hoel, you are hereby appointed fourth master of that vessel, to fill the vacancy occasioned by the death of the gallant and lamented Mr. Reynolds.

Very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Commanding U. S. Naval Forces, Western Waters.

ROBT. B. SMITH, Esq.,

Fourth Master Gunboat Cincinnati, Cairo, Ill.

Report of Captain Davis, U. S. Navy, announcing the arrival of reinforcements.

U. S. FLAG-STEAMER BENTON,

Off Fort Pillow, May 21, 1862.

SIR: I have the honor to say to the Department that General Quinby arrived last evening with reinforcements.

He is employed to-day in a reconnoissance, which is to determine the route to be taken by the troops.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,

Captain, Commanding Western Flotilla, Mississippi River.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

CAIRO, May 21, 1862.

(Received 22d, 12:15 a. m.)

Advices from flotilla announce probable evacuation of Fort Pillow. The steamer *Kennett*, which went down with flag of truce with number of prisoners to be exchanged, returned to flotilla without seeing any signs of life at the fort, or as far as could be seen below it. General impression is that enemy has fallen back on Fort Randolph, 12 miles below. Two hours after the *Kennett* returned, rebel steamer with flag of truce came up from below, took off prisoners from *Kennett*, and steamed down the river.

H. E. THAYER.

Colonel E. S. SANFORD.

Report of Captain Davis, U. S. Navy, acknowledging Department's letter of commendation.

U. S. FLAG-STEAMER BENTON,

Off Fort Pillow, May 22, 1862.

SIR: I have the honor to acknowledge the receipt of the very gratifying letter of the Department of the 16th instant. Its approval and commendation of the conduct of the officers and men of

the Western Flotilla in the naval engagement of the 10th instant will be an additional stimulus to them to perform their duty again on a similar occasion.

In compliance with the orders of the Department, I shall have the pleasure to promote Acting Master Gregory to the rank of acting [volunteer] lieutenant, dating the appointment on the 10th instant.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,

Flag-Officer, Commanding Western Flotilla.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Semiofficial report of Lieutenant Phelps, U. S. Navy, regarding matters of interest.

U. S. GUNBOAT BENTON,

Near Fort Pillow, May 22, 1862.

MY DEAR SIR: * * *

The *Mound City* is now here ready for service again, and the *Cincinnati* will be ready in about one week. It is strange how that inevitable month in the case of the *Eastport* drags its slow length along, never beginning, always one day in advance of present time. To-day's mail informs us that she will be ready in one month; so did the mail on the 22d of April last. General Quinby examined the river bank opposite Fulton to-day, and the guns have arrived to put in battery there, so that by day after to-morrow we may hope to have something doing. The commodore sent Captain McGunnegle down with the party reconnoitering. Seven gunboats are reported at Fulton. They are all, except one or two, strangers to the colonel, those exceptions being the rams, that came up before to attack. All the boats there now are probably rams. Driving those away with a battery, so as not to be in our way while under the fort, is, of course, leaving us free for the main work. Some of the boats are secured to a considerable extent about the bow and stern and all have logs suspended along the sides where is no plating. We are putting railroad iron on the stern and quarters of this vessel. The rebels have dismounted nearly every gun on their vessels, depending on small arms and rams. Jeff Thompson, the nightmare of every post commander on the Mississippi, is the commander of the rebel fleet just below us, yet the commandant at New Madrid this night lies in an unquiet bed, assured that the immortal Jeff is after him with those naked and starved swamp rats. The *Tyler* and *Lexington* are forced out of the Tennessee by low water, and will join the fleet here, being much needed. Will you believe it, application was made for them to remain at Cairo to protect that place, there being considerable apprehension? The *Conestoga* is to look after Hickman and Columbus and will be within call of Cairo. Affairs go on much as usual with the squadron. Some few changes among the lower officers caused by sickness. Mr. Thomas M. Parker has gone as fourth master to the *Louisville*. I fear he will fail. Mr. Reed has applied for a master's mateship on board the *Great Western*. I suggest sending Mr. Henry Wilkins

there and keeping Mr. Reed here, as the better of the two for our purposes. Captain Walke I have not seen for several days. Little Thompson is very busy getting his vessel secured, so that when the rebels come around the point again he can pitch into them. Of the *Cairo* nothing is known except that she was heard of to-day as wanting coal, being about out of that commodity and pretty much run ashore for provisions. The *St. Louis*, I am satisfied, will now be found up to time everywhere. That hospital boat has not yet come down. It takes so long to do anything. There are a good many sick; in this vessel more than one-tenth.

* * * * *

Very respectfully and truly, yours,

S. L. PHELPS.

Flag-Officer A. H. FOOTE, U. S. Navy,
Cleveland, Ohio.

Order of Captain Davis, U. S. Navy, to Lieutenant McGunnegle, U. S. Navy, commanding U. S. S. *St. Louis*, to assist in army reconnoissance.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 22, 1862.

SIR: You will report yourself this Thursday morning at 7:30 o'clock to Brigadier-General Quinby, commanding the military forces of the United States at this point, to take part in a reconnoissance to be made under his direction at and near Craighead Point, [Ark.].

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Lieutenant Commanding W. MCGUNNEGLE, U. S. Navy.
Commanding Gunboat St. Louis, Mississippi River.

Order of Captain Davis, U. S. Navy, to Lieutenant Blodgett, U. S. Navy, commanding U. S. S. *Conestoga*, to assist in army reconnoissance.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 23, 1862.

SIR: On the receipt of this communication you will consider your vessel at present subject to the orders of General Quinby. Any previous orders conflicting with this are hereby canceled.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Lieutenant Commanding G. M. BLODGETT, U. S. Navy,
Commanding Gunboat Conestoga, Mississippi River.

Report of Lieutenant Blodgett, U. S. Navy, of receipt of orders.

U. S. GUNBOAT CONESTOGA,
Off Hickman, Ky., May 23, 1862.

SIR: I have the honor to acknowledge the receipt of my orders, dated May 22, 1862. I shall act in obedience to them and inform you if anything of importance transpires.

Very respectfully, your obedient servant,

G. M. BLODGETT,
Lieutenant, Commanding, U. S. Navy.

Flag-Officer C. H. DAVIS,
Commanding Naval Forces, Western Waters.

Report of Lieutenant Blodgett, U. S. Navy, of receipt of orders.

U. S. GUNBOAT CONESTOGA,
Off Columbus, Ky., May 24, 1862.

SIR: I have the honor to inform you that I have received your communication dated May 23, 1862, placing this vessel under the orders of General Quinby.

Very respectfully, your obedient servant,

G. M. BLODGETT,
Lieutenant, Commanding, U. S. Navy.

Flag-Officer C. H. DAVIS,
Commanding Naval Forces, Western Waters.

Report of Captain Davis, U. S. Navy, giving the results of a reconnoissance by
Brigadier-General Quinby, U. S. Army.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 24, 1862.

SIR: I have the honor to inform the Department that the result of General Quinby's reconnoissance is that he considers a greater number of troops than that which he has with him necessary for the success of the operations we have had in contemplation.

He has returned to Hickman with his command, where he will wait for reinforcements.

We have reliable information concerning the enemy's force on shore and afloat. The force on shore numbers about 3,000 men, including a well-trained Louisiana regiment of 1,200 men. The force afloat has recently been increased by the addition of another gunboat or ram.

Since I last wrote the Department, Lieutenant Colonel Ellet has brought down four of the rams, hastily prepared for service. I have no doubt that they will be useful in the event of another engagement.

The *Mound City* has rejoined the flotilla.

All the gunboats are to be defended forward and aft in their weak and unprotected parts by a framework of cypress logs.

It is far from my expectation that the rebel gunboats will venture to renew the attack.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,
*Flag-Officer, Commanding Western Flotilla,
Mississippi River, Pro tem.*

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Colonel Fitch, U. S. Army, to Captain Davis, U. S. Navy, informing him of the operations of the enemy in strengthening the works at Fort Pillow.

HEADQUARTERS,
On board Steamer Henry Von Phul, May 26, 1862.

DEAR SIR: The enemy in Fort Pillow have within the past few days repaired and remounted one battery near the water line, and have a considerable force now at work upon another, which is assuming somewhat large proportions.

These facts I know from personal observation had this p. m. from the shore of the main channel of the river opposite the fort. They may have been previously known to you, yet I deem it my duty to communicate them, notwithstanding the seeming probability from the long silence of our mortar fleet that the policy concluded upon may be to permit the enemy to quietly complete his works.

Yours, respectfully,

G. N. FITCH,
Colonel, Commanding Brigade.

Commodore DAVIS,
Commanding Flotilla.

Report of Colonel Ellet, commanding Ram Fleet off Fort Pillow, ready for aggressive action.

ABOVE FORT PILLOW, *May 26, 1862.*

I arrived at my fleet yesterday, leaving one of my boats at New Albany, ready to follow in twenty-four hours. The others are all here.

I visited Commodore Davis immediately to obtain his views and offer cooperation. The commodore intimated an unwillingness to assume any risk at this time, but will communicate with me again, after further reflection, touching my proposition to him to run below these batteries and surprise the enemy's fleet and transports before they can escape up the tributaries.

To me, the risk is greater to lie here with my small guard and within an hour's march of a strong encampment of the enemy, than to run by the batteries and make the attack. I shall, if necessary, repeat the proposition the moment the *Switzerland* arrives with the barges I

have prepared to shelter the boats. I wish to take advantage of the high water.

Respectfully,

CHARLES ELLET, Jr.,
Colonel, Commanding.

Hon. E. M. STANTON,
Secretary of War, Washington, D. C.

Report of Brigadier-General Quinby, U. S. Army, commanding District of the Mississippi.

HEADQUARTERS DISTRICT OF THE MISSISSIPPI,
Columbus, Ky., May 24, 1862.

CAPTAIN: I have the honor to submit for the information of the major-general commanding the following report:

On the 19th instant I proceeded to the flotilla above Fort Pillow with such troops as could safely be withdrawn for a short time from the several posts within this district. I was induced to do this on representations made me that there was a very small rebel force in and about Fort Pillow, and that our troops already there, under the command of Colonel Fitch, needed to be only slightly reinforced to enable us to make a demonstration by land, which, in connection with an attack by our gun and mortar boats, would insure a speedy surrender of the rebel works.

On reaching the flotilla I began to inform myself of the position and character of the enemy's works and of the number and disposition of his troops. A personal reconnoissance satisfied me that his position was very strong, and that a land approach with my small command was impracticable. Spies, deserters, and refugees all concurred in stating that there were in and about the fort three old and well-filled regiments, averaging at least 1,000 effective men; that there was, besides near by a battery of six 6-pounder pieces, and on Chickasaw Bluff, about 6 miles from the fort, another battery of four 12-pounders.

During my stay at the flotilla I had frequent and free consultations with Captain Davis, commanding the fleet, and at all times found him ready and anxious to cooperate with me in any plan that might seem to give reasonable promise of success; but he was unwilling to attempt running by Fort Pillow with part of his gunboats and place them between it and Fort Randolph unless we had shore batteries on the Arkansas side of the river, under which the boats could take refuge in the event of their being crippled either by the guns of the fort or the rebel gunboats. There was no possible means of establishing a battery on the side of the river opposite to and below the fort in the present condition of the ground, except by carrying the guns and ammunition along a levee for a distance of 3 miles, the whole of which is completely commanded by rebel batteries. This, hazardous as it was, we were about to undertake, and had already repaired the breaks in the levee at those points where the brush and timber concealed the workmen from observation on the other side. The success of the undertaking required that the battery should be con-

structed in a single night, and that all should be in readiness before daylight the following morning.

On Thursday, the 22d, the repairs of the levee were made as far as it could be prudently done, and a strong picket was thrown out to prevent the landing of the enemy and the discovery of our work, and consequently of our intentions. During the night one of the men who, without the knowledge of the rest, went in front of the line, refused on his return to answer the challenge, and was shot dead by two of our pickets firing on him at the same instant. The noise alarmed the enemy, and a strong detachment was immediately sent over the river, which attacked and drove in our pickets. Our work must have been discovered by them, and it would be charging them with gross stupidity not to suppose our plan betrayed; besides, on Friday morning, a heavy rain set in, which of itself would have rendered a delay of at least two days necessary in the prosecution of our work. In the meantime rumors were reaching me of the concentration of a strong rebel force in the vicinity of Trenton, for the object, it was reported, of attacking Hickman and Columbus. As these rumors were confirmed by the refugees from the conscription, and as I saw no good that could be accomplished by remaining longer at the flotilla, I started back on Friday afternoon, and the troops are now distributed in the district as they were before the expedition sailed.

In conclusion, permit me to express the opinion that with a properly organized force of 5,000 men I doubt not the easy, and perhaps bloodless, capture of Forts Pillow and Randolph so soon as the roads leading from the river, by which the rear of their works can be gained, become practicable for artillery; but in the present condition of the country about here it would be unwise to withdraw from the different posts within this district troops enough to constitute an expedition sufficient for such an undertaking.

I am, captain, very respectfully, your obedient servant,

I. F. QUINBY,

Brigadier-General Volunteers, Commanding District.

Captain J. C. KELTON,

Assistant Adjutant-General, Department of the Mississippi.

Letter from Colonel Ellet, commanding Ram Fleet, to Captain Davis, U. S. Navy, requesting pass for an official messenger.

STEAM RAM QUEEN OF THE WEST, May 26, 1862.

Colonel Ellet wishes to send the bearer, Mr. Roberts, with a mail and official dispatches to the Secretary of War; and will be obliged to Commodore Davis, if it is compatible with the discipline he has established, to order that a pass from Colonel Ellet shall be sufficient to allow his messengers to go on the mail boats on public business, so as to avoid detention and the necessity of establishing a separate line for his fleet.

Commodore DAVIS.

Letter from Captain Davis, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, furnishing pass requested by the latter.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 26, 1862.

DEAR SIR: I have the pleasure to send you herewith a pass for your orderly, Mr. Roberts, which I have put in a general form in order that he may make use of it from day to day.

If Colonel Ellet should desire to add a second messenger, a steward, or servant, he can do so upon his own order, which the captains of the mail boats will be required to respect as a sufficient authority.

I have the pleasure to be, colonel, with great respect, your most obedient servant,

C. H. DAVIS,
Flag-Officer.

Colonel Ellet, etc.,

Colonel E. will be obliged to make provisions for the subsistence of his orderly, etc.

Letter from Colonel Ellet, commanding Ram Fleet, to Captain Davis, U. S. Navy, proposing to run below Fort Pillow and attack the Confederate fleet.

STEAM RAM QUEEN OF THE WEST,
Above Fort Pillow, May 28, 1862.

COMMODORE: Referring to the suggestion which I submitted when I called on you the 25th instant, for a combined movement with a view to surprise and destroy the enemy's gunboats, rams, and transports, now lying below the guns of Fort Pillow, I beg leave to suggest in addition that, unless such a movement is promptly made, I fear the opportunity for it may possibly be lost altogether.

The river is now in good condition but falling rapidly. Commodore Farragut's fleet is probably advancing, and as it approaches Memphis the rebel steamers of all classes will doubtless seek to hide in tributaries which are now navigable for them to enter, but which, if our advance is delayed, may not be navigable for us when we wish to pursue.

I would be pleased, therefore, if the proposition, after the consideration you have given it should meet your concurrence, to join the whole or a portion of rams under my command to the whole or even a single one of your gunboats, and placing them all under the shelter of barges which I have prepared for the purpose, and hope will very soon arrive, run below Fort Pillow by daylight and attack the rebel fleet wherever it can be found.

The stern-wheel boats which I have provided and fitted up as rams will make excellent towboats for carrying along any amount of coal which may be needed to run as far as we may wish and return.

The importance of this movement is, I think, likely to be very great, in view of the battle which is now daily expected at Corinth. If that battle results in our favor, by occupying the river below and by destroying the rebel fleet, we will deprive the defeated army of its means of crossing the Mississippi and renewing the contest on the other side. If the battle should result in our defeat, we can still

afford most valuable service by cutting off the river supplies of the enemy.

Submitting this suggestion again for your consideration, I have the honor to be, commodore, with high respect, your obedient servant,

CHARLES ELLET, Jr.,
Colonel, Commanding, etc.

Commodore C. H. DAVIS,
Flag-Officer of the Mississippi Gunboat Squadron.

Minutes of conversation between Commodore Davis, U. S. Navy, and Colonel Ellet, commanding Ram Fleet, above Fort Pillow, May 27, 1862.

I proposed an advance of our joint fleets, pass Fort Pillow, surprise and attack the enemy's gunboats, etc., below, and hold the river there.

The commodore would consider it, and did not feel disposed at present to incur any risk. He was apprehensive of a movement below, but in case of disaster the commerce and cities above might be exposed to the rebel gunboats.

March 27.—2 o'clock p. m., received a message from the commodore requesting me to send a boat down the river to protect some mortar boats which had just commenced shelling the enemy. He had sent the *Carondelet*.

Letter from Captain Davis, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, proposing mode of attack upon Fort Pillow and Confederate fleet.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 28, 1862.

DEAR SIR: I have thought over a great deal the subject of our conversation on Monday morning, and have come to the following conclusion:

It will be most expedient and proper that the gunboats should take the front rank in a naval engagement with the enemy, and that the rams, coming up in the rear, should watch for an opportunity, either to take the enemy in the flank, to assail any straggler, to assist any disabled vessel of our squadron, and to pounce upon and carry off any disabled vessel of the enemy.

The gunboats of the flotilla and the rams bear to each other the relation of heavy artillery and light skirmishers; to expose the latter to the first brunt and shock of battle would be to misapply their peculiar usefulness and mode of warfare.

It is my wish, therefore, in the event of a naval engagement, that the rams under your command should follow in the rear and on the wings of my squadron; particular instructions being given to their captains to profit by every opportunity of assailing a vessel of the enemy's flotilla, or making a prize of one of his disabled boats.

If these directions are agreeable to you, I will thank you to communicate them to the captains under your immediate command; if not, we will confer again upon the subject.

When one or more of the mortar boats go down to take the station for bombardment I will thank you to direct one of the rams to go down also and take a station near them, and to be ready to encounter a sudden dash on the part of one of the rebel rams. But I take the liberty to say, colonel, that the rams, being, as they are, unarmed, incur an unnecessary risk in running under the range of the enemy's guns as the ram now on guard has done this morning, and that it would be a matter of great mortification if any vessel of our combined squadron were to suffer an injury from the guns of the rebels without the means of retaliation.

Very respectfully, your most obedient servant,

C. H. DAVIS,

Flag-Officer, Commanding Western Flotilla, Mississippi River.

Colonel ELLET,

Steamer Queen of the West, Mississippi River.

Letter from Colonel Ellet, commanding Ram Fleet, to Captain Davis, U. S. Navy, regarding method of cooperation.

QUEEN OF THE WEST,

Above Fort Pillow, May 28, 1862.

DEAR SIR: I have just received your note of to-day, touching the subject of our conversation of Sunday morning and the mode in which the rams can best cooperate with the gunboats in resisting an attack by the enemy.

The enclosed communication, which I had written this morning and was about to send to you when I received your note, will explain the current of my own thoughts on the same subject, my view being, as you will perceive, to act as soon as possible, on the offensive. I will be much obliged to you for your views on the suggestions which I have ventured to submit in this note, whenever your conclusion is formed.

I concur in your opinion of the needless exposure of the rams to the enemy's guns, to which you allude, and had myself gone out to forbid it, and to direct them to lie above the mortars which it is their business to guard. But I was myself on board the little tug which subsequently dropped down below Craighead Point, wishing to see the position of the batteries which it may presently be necessary for me to pass by, and to obtain a precise knowledge of the bearing of the channel from the pilots on board.

Allow me to add, commodore, that almost the only efficient service these rams can render is that for which they were specially built, viz, to run into the enemy, with good speed and head on, and sink him.

With that view my instructions which I have given have been to wait while we remain here until the enemy advances so far above the Point that he can not refuse the collision and retreat, and then go in, each boat for itself, and strike wherever the blow can be delivered to the best advantage.

I fear it would be unsafe to change this order at this late hour for to-night, but I will be very happy to confer with you fully on the

whole subject, so that the orders for the future may be well understood and made as simple as possible.

I am, with high respect, your obedient servant,

CHARLES ELLET, Jr.,
Colonel, Commanding, etc.

Commodore C. H. DAVIS,
Flag-Officer, etc.

Letter from Captain Davis, U. S. Navy, to Colonel Fitch, U. S. Army, regarding measures for the relief of refugees.

MAY 29, 1862.

COLONEL: It was my intention to have the *Conestoga* up the river [Mississippi] to afford relief to the refugees along its banks and to bring them to this place [Fort Pillow?] for protection or for passage to Cairo. But the state of affairs at Hickman and in that vicinity renders it expedient that the *Conestoga* should remain under the orders of General Quincy.

Under these circumstances it will be necessary to employ a transport for this service, in execution of which I invite your cooperation.

I will put a howitzer on board the steamer *Wisconsin* or *Champion*, placing her under the command of Lieutenant Erben, of the Navy, if you will have the goodness to put on board what, in your judgment, will be a sufficient number of troops with their subsistence for a day. You will dispatch her as soon as possible after receiving your reply to this communication.

I have the honor to be, colonel, very respectfully, your most obedient servant,

C. H. DAVIS,
Flag Officer, Commanding Western Flotilla, Mississippi River.

Colonel G. N. FITCH,
Commanding Brigade, Near Fort Pillow, Tenn.

Letter from Captain Davis, U. S. Navy, to Captain Maynadier, U. S. Army, giving information obtained from a deserter regarding mortar practice.

MAY 29, 1862.

DEAR CAPTAIN: A very intelligent deserter came in this morning, who told us, among other things, that the mortar practice had been very good yesterday and the day before and that a piece of one of the bombs had gone through General Villepigue's quarters.

The name of the man about whom Captain Pennock wrote and I spoke to you about the other day is John Driscoll.

Yours, truly,

C. H. DAVIS,
Flag Officer, Commanding Western Flotilla, Mississippi River.

H. E. MAYNADIER,
Captain, Tenth Infantry, Commanding Mortar Fleet.

Report of Colonel Ellet, commanding Ram Fleet, proposing to move alone against Fort Pillow and Confederate fleet.

MISSISSIPPI RIVER,
Above Fort Pillow, May 30, 1862.

Immediately on arriving here, five days ago, I called to see Commodore Davis on the flagship *Benton*, and then suggested a joint movement to destroy the enemy's fleet and command the Mississippi below Fort Pillow. The commodore promised to communicate with me again on that subject after giving it further consideration.

Not hearing from him, I renewed the suggestion in a note three days afterward, and was promised a reply yesterday. Up to this time I have not received it. I shall inform him to-day of my readiness to move alone next Monday morning, unless, in the meantime, he should conclude to allow one or more of his gunboats to participate. Delay will be fatal to the usefulness of this fleet.

Respectfully,

CHARLES ELLET, Jr.,
Colonel, Commanding Ram Fleet.

Hon. E. M. STANTON,
Secretary of War.

Letter from Brigadier-General Quinby, U. S. Army, to Captain Davis, U. S. Navy, regretting inability to cooperate.

HEADQUARTERS DISTRICT OF THE MISSISSIPPI,
Columbus, Ky., May 30, 1862.

COMMODORE: Your favor of the 28th instant was received last evening, and, though I have nothing of importance to communicate, I reply to it thus promptly to express my high appreciation of its kind and cordial tone, and also my unqualified conviction of the wisdom of your policy in remaining in your present position until events further develop themselves.

I deeply regret my inability, as now situated, to cooperate with you effectively. The safety of the different points within my district is of the first importance, and I feel that it would be unwise to withdraw from them, even temporarily, troops enough to aid materially in reducing the rebel works before you. I have both written and telegraphed for reinforcements, and hope that Major-General Halleck can find it in his power to send them. Should he do so, I will call upon you at once and consult upon the place of operation.

The *De Soto* has just arrived with your second note and the Mr. Jones, escaped from Fort Pillow. His statements are evidently colored by his feelings and his desire to have his persecutors punished. As he was a close prisoner while at Fort Pillow, he could have had but little opportunity to judge of the strength of the works and the number and disposition of the rebel forces. I am disposed to take his statements with some abatement.

The package of tea was duly received, for which, and your instructions to the captain of the *B.* to accept my passes, you will please accept my heartfelt thanks.

I am, commodore, with high respect, your friend and obedient servant,

I. F. QUINBY.

Commodore C. H. DAVIS, U. S. Navy,
Commanding Western Flotilla, Fort Pillow, Tenn.

Letter from Colonel Fitch, U. S. Army, to Captain Davis, U. S. Navy, regarding a rumor of the proposed evacuation of Fort Pillow.

MAY 31, 1862.

DEAR SIR: Please examine these men, this morning from the fort. According to their statement the fort is about to be evacuated to-day or to-night, although such statements do not accord exactly with the further statement that General Price is expected there. I propose to have the reported expected arrival of four transports to-day watched, and shall myself go down to take a look at Island 34, where the presence of a party was yesterday reported. I will send another small party around Craighead Point to opposite the fort.

Respectfully,

G. N. FITCH,
Colonel, Commanding.

Commodore DAVIS, U. S. Navy,
Commanding Flotilla.

Letter from Colonel Ellet, commanding Ram Fleet, to Captain Davis, U. S. Navy, regarding an intended attack upon Confederate gunboat.

STEAM RAM SWITZERLAND,
June 1, 1862.

DEAR SIR: I am just now informed that a rebel gunboat is lying opposite the point on the Tennessee shore. I propose, therefore, to send down a little tug and try to bring her within reach of a couple of rams which I will hold in readiness in the bend on the Arkansas side.

Yours, very respectfully,

CHARLES ELLET, Jr.,
Colonel, Commanding, etc.

Commodore C. H. DAVIS,
Flag-Officer, etc.

Letter from Colonel Ellet, commanding Ram Fleet, to Captain Davis, U. S. Navy, stating his intention of running the batteries of Fort Pillow.

MISSISSIPPI RIVER,
Above Fort Pillow, June 1, 1862.

COMMODORE: I am very anxious, for the reasons already submitted, to avoid further delays; and I am therefore preparing to run below Fort Pillow, in accordance with my previous suggestions to you, weather permitting, at early dawn next Tuesday.

The hope of obtaining the support of at least one gunboat has induced me to postpone this expedition from day to day, being not only deeply impressed with the influence which the presence, bearing, and example of a portion of your brave command would have on my raw recruits, but also with a sense of the substantial addition to the strength of my fleet, which the guns of a single armed boat would afford.

But should you not deem it expedient to allow even one gunboat to share this enterprise, permit me to say that I would be very much gratified to have on board my vessels, as volunteers, the company of a few of the gallant gentlemen and brave men of your command, for the sake of the example alone which all connected with the Navy are sure to offer whenever the opportunity is presented to them to engage in a daring and patriotic enterprise.

I remain, commodore, with high respect, your obedient servant,

CHARLES ELLET, Jr.,
Colonel, Commanding, etc.

Commodore C. H. DAVIS,
Flag-Officer, etc.

Instructions of Colonel Ellet, commanding Ram Fleet, regarding proposed attack upon Confederate gunboat.

STEAM RAM SWITZERLAND,
June 1, 1862.

A rebel gunboat or ram is reported on the Tennessee shore below Craighead Point. Lieutenant George E. Currie will go on board the tender *Dick Fulton* and take command of Lieutenant Hunter's detachment and direct Captain Cadman to drop down toward the rebel boat, but well off from the point, the object being to incur as little risk as possible from the fire of the fort, though enough, if the position of the rebel boat permits it, to induce her to endeavor to capture the *Fulton*.

Lieutenant Currie is instructed to drop down stern foremost when nearing the point, so as to be always ready to retreat. He will move on his retreat so as to expose the pursuing steamer to an attack from the *Queen of the West*, the *Lancaster*, the *Lioness*, and the *Horner*, which will be kept in position in the bend on the Arkansas side, far enough above the point to enable them to gain headway at the moment of collision.

Lieutenant-Colonel Ellet, who will command the *Lancaster*, Lieutenant Crandall of the *Lioness*, and Lieutenant Davis on the *Horner*, will all act in accordance with their instructions, and judge by the motions of the *Queen*, which will be the flagship in this movement, when to make their attack.

If either boat should be disabled she should anchor at once, and it will be the duty of the others to bring her off.

[C. ELLET, Jr.],
Colonel, Commanding.

Letter from Captain Davis, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, extending good wishes for success.

BENTON, *June 1, 1862.*

DEAR SIR: I have received your note proposing to bring a rebel gunboat within reach of your rams. I heartily wish you all possible success.

Very respectfully, your obedient servant,

C. H. DAVIS,

Captain, Commanding Western Flotilla.

Colonel CHARLES ELLET, Jr.,

Commanding, etc.

Letter from Captain Davis, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, declining cooperation.

U. S. FLAG-STEAMER BENTON,

Off Fort Pillow, June 2, 1862.

SIR: I have received your letter of yesterday. I decline taking any part in the expedition which you inform me you are preparing to set on foot to-morrow morning at early dawn.

I would thank you to inform me how far you consider yourself under my authority; and I shall esteem it a favor to receive from you a copy of the orders under which you are acting.

Very respectfully, your obedient servant,

C. H. DAVIS,

Captain, Commanding Western Flotilla, Mississippi River.

CHARLES ELLET, Jr.,

Colonel, Commanding Ram Fleet, Mississippi River.

Letter from Colonel Ellet, commanding Ram Fleet, to Captain Davis, U. S. Navy, commanding Western Flotilla, stating his view of their relations.

MISSISSIPPI RIVER,

Above Fort Pillow, June 2, 1862.

COMMODORE: I have received your note of this morning, informing me that you decline taking any part in the expedition I have been preparing to set on foot to-morrow morning at early dawn, and requesting me to inform you how far I consider myself under your authority, and also desiring me to furnish you a copy of the orders under which I am acting.

While regretting sincerely your indisposition to cooperate in a movement against the enemy's fleet, lying within easy reach, I take great pleasure in giving you all the information you ask for.

I do not consider myself at all under your authority. My fleet was fitted up under the orders of the War Department, and was sent forward in great haste, in the hope that it might be here in time to contribute to avert such a disaster anticipated at the Department as that which recently befell two of the gunboats when assailed by the rebel rams.

I will, with pleasure, send you such portions of my instructions as have any relation to my duties here to-morrow morning, merely stating to you now that it is the expectation and intention of these instructions that I shall not move against the enemy without your concurrence, provided you consider the particular movement which I propose as bearing hurtfully upon the general operations which you are conducting.

In that case it is intended that your disapprobation shall restrain me. But I do not understand that you are to be held in any way responsible for my operations, or are at liberty to interfere with them if they merely involve hazard to my own command.

Should you have received any instructions at all conflicting with these I would be obliged to you to inform me of the discrepancy.

In the meantime, permit me to say that I came here to do good service, and for nothing else, and to that end I shall waive all question of your right to indicate to me any attack proper to be made; and will respond to your call with the utmost alacrity, and give you as instantaneous and complete use of my whole force as if you had the right to command it.

I trust, therefore, that no question of authority need be raised. It is my intention to continue, as I have done, to communicate all my plans to you in advance, and to keep prepared to aid in the execution of all yours as soon as you deem it proper to intrust me with them; to do nothing contrary to your wishes, but to move against the enemy the moment you intimate that you are yourself ready, or that my advance will not interfere with your own programme.

I continue, commodore, with high respect, your obedient servant,

CHARLES ELLET, Jr.,
Colonel, Commanding, etc.

Commodore C. H. DAVIS,
Commanding Western Flotilla.

Letter from Colonel Ellet, commanding Ram Fleet, to Captain Davis, U. S. Navy, regarding the spirit of his instructions from the War Department.

STEAM RAM SWITZERLAND,
Above Fort Pillow, June 3, 1862.

SIR: My instructions received from the honorable Secretary of War run through various dispatches, the greater portions of which are wholly irrelevant to the points which now interest you.

In a dispatch dated April 25, the honorable Secretary uses this language:

It is unnecessary to say, except to guard against misapprehension, that the expedition must move upon the enemy with the concurrence of the naval commander on the Mississippi River, for there must be no conflicting authorities in the prosecution of war. If any doubt should arise in your mind and you need further instructions, please telegraph, etc.

A part of my reply to this dispatch, of the same date, April 25, I will also quote, as the best means of showing you the spirit of my instructions:

The clause in your instructions requiring the concurrence of the naval commander on the Mississippi might embarrass me much. That officer might not

have confidence in my mode of warfare. My purpose has not been to remain with the gunboats, or even to show my fleet there, until ready to push on, pass the batteries, drive my rams against the enemy's armed vessels and transports wherever they can be found, relying much on the suddenness and audacity of the attack for its success.

I fear that the naval commander might not concur in the propriety of such a movement, which is not in accordance with naval usage, and that he might compel me to lie idle above some fortified position until the flood abated, and the opportunity to surprise the enemy in my own way would be lost.

I trust you may think proper to reconsider this limitation of my authority, and leave me free to act on my own judgment, but of course with respectful deference to the gallant officer in command on the Mississippi, by whose good advice I certainly shall not fail to profit.

In response to this, April 26, the honorable Secretary uses the following language:

The peculiarity of the enterprise which you have undertaken induced the expression "concurrence," instead of placing you distinctly under the command of the naval commander. There ought not to be two commanders on the same element in war operations. But, as the service you are engaged in is peculiar, the naval commander will be so advised, and will be desired not to exercise direct control over your movements, unless they shall manifestly expose the general operations on the Mississippi to some unpardonable influence, which is not however anticipated.

The expression, "unpardonable influence," is doubtless a telegraphic misprint, but means some irreparable injury.

From this you will be able to gather the spirit of my instructions, which contemplate an advance beyond these fortified positions, whenever I may think it practicable or advisable to go by, with the single reservation that I must respect your objection to the movement, if, in your opinion, the success of your general operations will be jeopardized by that which I propose to undertake.

I remain, sir, very respectfully, your obedient servant,

CHARLES ELLET, Jr.,
Colonel, Commanding Ram Fleet.

Commodore C. H. DAVIS,
Flag-Officer, etc.

Report of Colonel Ellet, commanding Ram Fleet, of proposed attack on Confederate gunboat.

ABOVE FORT PILLOW, *June 3, 1862.*

I am about to move with two of my boats against a rebel gunboat lying under the guns of Fort Pillow. An exaggerated view of the powers of these rebel rams has spread among my fleet from the gunboats, and I feel the necessity of doing something to check the extension of the contagion.

I am fully impressed with the hazards of this enterprise, but I deem the object sufficient to warrant the movement. I will take command of the *Queen*. My brother, Lieutenant-Colonel Ellet, will follow with the *Monarch*, so as to double the chance of reaching the rebel boat.

I wish you to understand, however this enterprise may turn out, that it is not a rash act, but one which I have deliberately contemplated with a definite and sufficient object.

I wish also to place on record the fact that for whatever ill befalls this fleet you are not responsible, for you have given me from the

commencement all the support and aid which it was in your power to contribute. I shall take volunteers only on both boats.

Respectfully,

[C. ELLET, Jr.],
Colonel, Commanding.

Hon. E. M. STANTON,
Secretary of War.

Letter from Colonel Ellet, commanding Ram Fleet, to Captain Davis, U. S. Navy, regarding results of a reconnoissance.

STEAM RAM SWITZERLAND,
Above Fort Pillow, June 3, 1862.

SIR: I sent out a small party last evening under command of Lieutenant-Colonel Ellet, and accompanied by a detachment from the command of Colonel Fitch, and also by several pilots from this fleet, with a view to ascertaining whether the rebel gunboat was still lying off the point and in a position where I could reach her with one of my rams without exposing her too long to the enemy's batteries.

Lieutenant-Colonel Ellet has reported to me that the gunboat had left, and that he then allowed two of his men to go over to a tow-head where they could examine the fortifications on the opposite shore at closer view. The conclusion at which he arrived, from what he and his party saw, was that Fort Pillow is being evacuated.

I propose to send out another party to-day, if the weather is clear enough for observation, to go farther down the river, with a view to ascertain whether the enemy's fleet may not have also evacuated, and if it has not, what facilities its position presents to assail it, intending, if the report should justify the advance, to move immediately against it.

I am, sir, very respectfully, your obedient servant,

CHARLES ELLET, Jr.,
Colonel, Commanding.

Commodore C. H. DAVIS,
Flag-Officer, etc.

Letter from Captain Davis, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, defining the relations between them.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, June 3, 1862.

COLONEL: I have had the honor to receive your letters of the 2d and 3d instant, the latter containing a copy of the instructions of the War Department defining your position.

I understand from these instructions that your vessels are not under my control, that I am not responsible for their movements, and that your undertakings do not necessarily require my concurrence or approval.

On your arrival here I communicated to you a general outline of the plan of operations agreed upon between General Quinby and myself, and when the time arrives for putting it into execution I

shall have the pleasure to make you acquainted with all the details, and to invite your cooperation. In the meantime I have no desire to oppose or circumscribe your movements. My opinion is unfavorable to your attack, as I understand it, but your mode of warfare is novel, and the service is peculiar; and under the circumstances of the case I willingly defer to your judgment and enterprise.

I am, colonel, very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Commanding Western Flotilla, Mississippi River.

Colonel CHARLES ELLET,

Commanding Ram Fleet, Mississippi River.

P. S.—I shall wait with interest to hear the result of your reconnoissance of to-day.

Letter from Colonel Ellet, commanding Ram Fleet, to Colonel Fitch, U. S. Army, informing him of the continuance of the reconnoissance.

STEAM RAM SWITZERLAND,

June 4, 1862.

DEAR SIR: I think it most prudent to let you know that I have just sent out a very small party to start below the open field, near the cabins, and move down the levee toward Fulton, to continue the reconnoissance commenced yesterday. I give you this information to guard against any mishap from the possible meeting of your scouts and this little party if you should have any out.

Yours, truly,

CHARLES ELLET, JR.,

Colonel, Commanding.

Colonel G. N. FITCH.

Report of Colonel Ellet, commanding Ram Fleet, regarding the expedition against the Confederate gunboat.

MISSISSIPPI RIVER,

Above Fort Pillow, June 4, 1862.

SIR: For the purpose of testing the temper of a doubtful crew and ascertaining the strength of the enemy's position, I determined yesterday to take the *Queen of the West* and try to reach a rebel steamer lying around Craighead Point under the guns of Fort Pillow.

The captain, two out of three of the pilots, the first mate, and all the engineers, and nearly all the crew, declined the service, and were allowed to go off with their baggage to a barge.

Hastily forming a new crew of volunteers, I took command of the boat and directed Lieutenant-Colonel Ellet to follow in the *Monarch* at supporting distance. The captain, David M. Dryden, and all the crew of the *Monarch* stood at their posts. The rebel steamer slipped lines and escaped before I could reach her. The firing of the fort was at short range, and quite brisk, but I think only revealed about seven or eight guns, corresponding with the count previously made in two land reconnoissances by Lieutenant-Colonel Ellet. My boat was not hit. While the strength of the rebel batteries seems to be greatly overrated, their fleet of rams and gunboats is much larger

than mine. It consists of eight gunboats, which usually lie just below the fort, and four others at Randolph, a few miles farther down.

Commodore Davis will not join me in a movement against them, nor contribute a gunboat to my expedition, nor allow any of his men to volunteer so as to stimulate the pride and emulation of my own. I shall therefore first weed out some bad material and then go without him.

Respectfully,

CHARLES ELLET, Jr.,
Colonel, Commanding, etc.

Hon. E. M. STANTON,
Secretary of War, Washington, D. C.

Report of Lieutenant-Colonel Ellet, commanding steam ram *Monarch*, regarding the part taken by that vessel in the expedition against the Confederate gunboat.

HEADQUARTERS STEAM RAM MONARCH,
June 4, 1862.

SIR: I have the honor to report to you that, in accordance with your instructions received yesterday, the steam ram *Monarch* was got underway immediately after the *Queen of the West* started and followed her down the river, keeping at such a distance as not to impede in any way the action of the *Queen* and yet near enough to afford assistance or protection if she should be fortunate enough to engage the enemy in action. The *Monarch* was held in this position until she had been for some minutes in fair range of the enemy's batteries, and until the enemy's gunboat, toward which you were directing the *Queen*, was observed to have made good her retreat, and the *Queen* was rounding to return upstream. I then ordered the *Monarch* to be put about and returned unharmed through the enemy's fire to our former anchorage.

It affords me great pleasure here to state that not one man on this boat, from the first master to the cabin boy, accepted the offer to remain behind if they did not like the expedition; every man went. And it is but justice here to say that each one acted coolly and prudently in his own department, and did his duty manfully and well, handling the boat under the enemy's fire with as much coolness as if on a holiday excursion.

Most respectfully submitted, etc.

ALFRED W. ELLET,
Lieutenant-Colonel, Commanding the Steam Ram Monarch.
Colonel CHARLES ELLET, Jr.,
Commanding Steam Ram Fleet.

Report of Colonel Ellet, commanding Ram Fleet, regarding the appointment of engineers.

MISSISSIPPI RIVER,
Above Fort Pillow, June 4, 1862.

SIR: When all the engineers of the *Queen* declined the hazard of the expedition of last evening two young men from my military guard

offered to handle the engines and run the boat wherever I wished to take her, and did so coolly and skillfully.

I trust that I have not exceeded my authority in detailing R. L. Groomes and W. W. Jackson, both privates of Company G, Sixty-third Illinois Regiment, and giving the first the position and pay of chief, and the second the position and pay of first assistant engineer, for which they have licenses. I must have men who will stand by the engines and wheel under all circumstances. Not one of the soldiers on board hesitated to share the fate of the steamer.

CHARLES ELLET, Jr.,
Colonel, Commanding, etc.

Hon. E. M. STANTON,
Secretary of War, Washington, D. C.

[Telegram.]

FORT PILLOW, TENN.,
June 5, 1862—4:30 A. M.

Arrangements were completed for a combined assault on the fort at 7 a. m. at a weak and accessible point, but the works were abandoned last night, and the guns and commissary stores destroyed. We are in possession, but propose proceeding to-day toward Memphis. I report by mail.

G. N. FITCH,
Colonel, Commanding Brigade.

Major-General POPE,
Commanding District of Mississippi.

Report of Colonel Fitch, U. S. Army, regarding an extended reconnoissance.

FORT PILLOW, TENN.,
June 5, 1862—4:30 a. m.

On June 1 a laborious reconnoissance was made, which developed the fact that behind Flower Island, parallel with the chute between that island and the main shore, an approach to Fort Pillow could be made by infantry to Cole [Cold] Creek, within 30 yards of the enemy's outer works and near the junction of the creek and Flower Island chute. * * *

The following morning this reconnoissance was renewed and its results verified, and it was also ascertained that at the point where Cole [Cold] Creek could be crossed not a gun from the batteries could be brought to bear, while the ridges in the rear of and overlooking the fortifications would enable our infantry to approach and command them.

On the third morning three companies of this command, under Major Bringhurst, of the Forty-sixth Regiment of Indiana Volunteers, was ordered to open a road parallel with the chute, secreted from observation by the timber on Flower Island and the mainland. * * * Unfortunately, four of Colonel Ellet's rams, not knowing this detail had been sent forward, dropped around Craig-

head Point, for the purpose of observation, and were fired upon by the enemy, and the shot overreaching the boats, fell in the vicinity of the working party in the woods, whereupon the major commanding deemed it prudent to retire and abandon the work.

It being too late after this unfortunate movement to do anything more that day, Captain Schermerhorn, of the Forty-sixth Regiment Indiana Volunteers, was ordered the next morning, with a detail from that regiment and the Forty-third Indiana Volunteers, to finish the contemplated works. This he promptly accomplished undiscovered by the enemy. * * * All the troops were ordered on board the transports the same evening, with the intention of surprising and storming the fort, and all arrangements perfected for having a combined attack between the land forces and the gunboats last evening; but appearances, as well as the statement of a deserter last evening, made us apprehend that the enemy was evacuating. Therefore, instead of marching by the contemplated route, I dropped down at 3 a. m. with a small party on one of the transports (the *Hattie Gilmore*), preceded by open rowboats, containing Captain Sill and Lieutenant Troxell, with a few men. We dropped directly but cautiously toward the fort, and found our apprehensions verified. The enemy was gone, having left at about 1 or 2 o'clock this morning. * * * The *Hattie Gilmore*, in passing the ram fleet and *Benton*, gave notice what her signal would be if the enemy had left and what if they remained, and was followed very soon by Colonel Ellet's rams, and after an interval by the gunboats and the other transports, the signal that there was no enemy in sight having been given.

I am not able to state at this time the amount of property in the fort, but my impression is that it can not be properly garrisoned without a new armament and a corps of artillerists. For all practical purposes one or two gunboats would be more effective than my command of infantry. I propose, therefore, to proceed directly toward Memphis this p. m., leaving one company here to collect the property. Captain Davis, commanding flotilla, leaves also one gunboat. I await orders.

Yours, respectfully,

G. N. FITCH,
Colonel, Commanding Brigade.

Major-General JOHN POPE,
Commanding District of Mississippi.

Report of Captain Davis, U. S. Navy, transmitting copy of a delayed dispatch announcing the evacuation of Fort Pillow.

U. S. FLAG-STEAMER BENTON,
Memphis, June 12, 1862.

SIR: I have the honor to transmit to the Department a copy of a telegraphic dispatch which I sent from Fort Pillow, but which, through a misapprehension of the captain of the mail boat, was not delivered.

I received this morning your telegraphic dispatch of the 10th, which I have answered by telegraph.

A division of the squadron, under Commander A. H. Kilty, was on the point of sailing for White River to form a junction with General Curtis, but will now be delayed until Colonel Fitch can prepare the commissary transports to accompany it.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,
*Flag Officer, Commanding Western Flotilla,
Mississippi River, pro tem.*

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure—Telegram.]

U. S. FLAG-STEAMER BENTON,
Fort Pillow, Thursday morning, June 5, 1862.

Fort Pillow is evacuated; the last of the rebels left between 1 and 2 o'clock this morning.

The artillery and commissary stores are mostly destroyed.

Preparations were set on foot for a combined attack which was to have taken place on Wednesday morning, but was unavoidably postponed until this morning, when it was anticipated by the retreat of the enemy.

I am making preparations for moving down the river with the greater part of my force, accompanied by transports having on board Colonel Fitch and his brigade.

C. H. DAVIS,
Captain, Commanding Western Flotilla, Mississippi River.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Davis, U. S. Navy, announcing the evacuation of Fort Pillow by the Confederate forces.

U. S. FLAG-STEAMER BENTON,
Fort Pillow, Thursday Morning, June 5, 1862—8 a. m.

SIR: I have the honor to inform the Department that on Tuesday Colonel Fitch communicated to me the result of an important reconnoissance on the Tennessee bank of the river, which he had just completed. This reconnoissance led to the discovery of a mode of approach to an unguarded point of the enemy's works, laid open by the falling of the water, but the construction of a floating bridge over Cole's [Cold] Creek and other similar preparations were necessary for the passage of the troops.

It was agreed between us that a combined attack should take place on Wednesday morning as soon after daylight as possible, but an unforeseen occurrence, by interrupting the construction of the bridge, compelled us to postpone the attack until this morning.

Yesterday, however, the works at Fort Pillow were abandoned by the rebels, the last of whom disappeared between 1 and 2 o'clock this morning.

We are now in possession of the works, where we find the artillery and a great amount of commissary stores destroyed. I am not yet informed whether any of the great guns remain uninjured.

I am moving down the mortar fleet, the ordnance and store vessels, towboats, barges, etc., and preparing to proceed down the river.

Colonel G. N. Fitch, at the head of the whole or a portion of his brigade, will accompany the squadron in his own transports.

It is our intention to occupy Memphis with the least possible delay.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,

Captain, Commanding Western Flotilla, Mississippi River.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

WASHINGTON, [D. C.], June 5, 1862.

I have a dispatch from Colonel Ellet, commander of the ram fleet at Fort Pillow, dated at that place yesterday. He informs me that he has been there a considerable time, and has made repeated applications to Captain Davis, commander of the gunboats, for leave to attack the enemy's fleet, but has been uniformly refused. Captain Davis not only refuses to join Mr. Ellet or give him the protection of a single gunboat, but also refuses to allow Ellet to attack on his own hook, nor will he allow any of his force to volunteer with Ellet. I regret the President would not place the fleet under your command. Ellet, however, made one demonstration, but the rebels slipped anchor and escaped. He says the strength of the rebel batteries is greatly overrated. He declares his intention to go on without the gunboats.

EDWIN M. STANTON,
Secretary of War.

Major-General HALLECK, *Corinth.*

[Telegram.]

FORT PILLOW, June 5, 1862.

(Received 11.40 p. m. 8th.)

On my return to Fort Pillow I found the gunboats moving down the river. I presume that there will be no further obstacle unless we encounter one at Memphis.

CHAS. ELLET, JR.,
Commanding Ram Fleet.

HON. EDWIN M. STANTON.

Report of Colonel Ellet, commanding Ram Fleet, announcing the evacuation of Fort Pillow.

OPPOSITE RANDOLPH, 12 MILES BELOW FORT PILLOW,
June 5, 1862.

SIR: To my mortification the enemy evacuated Fort Pillow last night. They carried away or destroyed everything of value. Early this morning Lieutenant-Colonel Ellet and a few men in a yawl went

ashore, followed immediately by Colonel Fitch and a part of his command. The gunboats then came down and anchored across the channel.

I proceeded with three rams 12 miles below the fort to a point opposite Randolph, and sent Lieutenant-Colonel Ellet ashore with a flag of truce to demand the surrender of the place. Their forces had all left, two of their gunboats only an hour or two before we approached.

The people promised to respect the flag which Lieutenant-Colonel Ellet planted.

The guns had been dismantled and some piles of cotton were burning. I shall leave Lieutenant-Colonel Ellet here in the advance and return immediately to Fort Pillow to bring on my entire force. The people attribute the suddenness of the evacuation to the attempt made night before last to sink one of their gunboats at Fort Pillow.

Randolph, like Fort Pillow, is weak, and would not have held out long against a vigorous attack by water.

The people express a desire for the restoration of the old order of things, though still professing to be secessionists.

CHARLES ELLET, Jr.,
Colonel, Commanding.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.]

CAIRO, June 6, 1862.

Dispatch boat just arrived; reports the evacuation of Fort Pillow and occupation by our troops. Most of the flotilla had passed below Randolph.

A. M. PENNOCK,
Commander, etc.

Hon. G. WELLES,
Secretary Navy.

Report of Lieutenant Thompson, U. S. Navy, commanding U. S. S. Pittsburg, regarding condition of affairs in Fort Pillow after evacuation.

U. S. GUNBOAT PITTSBURG,
Off Fort Pillow, Tenn., June 8, 1862.

SIR: I find, on examination of the works here, the rebels have done but little damage to the works before they left, and they are in a good conditon to be occupied by either party. Some of the guns are indifferently spiked, others are not spiked at all, the carriages having only been fired.

In the fort are carriages upon which, for ordinary use, the guns can be easily mounted, and will effectually command the channel.

I respectfully request to know if I shall spike the guns.

There is also scattered about the works a large quantity of shell, grapeshot, etc., which can be easily removed by teams.

I learn many of those residing back in the county are violent secessionists, and several farmers have come in requesting permission to go up the river to avoid guerilla bands they say are organizing.

I hear of a man residing some distance in the country endeavoring to get a band organized.

One or more guns could easily under cover of night be mounted, or with musketry from behind the earthworks, hills, etc., they could suddenly at night annoy considerably our transports, and before I could bore through the embrasures, etc., to harm them, they could retreat to a place of safety.

I would respectfully state I am of the opinion to occupy their works will tend much to avoid annoyance to our transports, give an asylum to those that love the Union, and keep the back country quiet.

I learn the rebel authorities have had small bands roaming through the country destroying cotton, etc., to avoid its falling into our hands.

Of those coming in to go up the river is an individual who has furnished information to the squadron. He says he has been posted on their blackboard and has to secrete himself in the woods until he can get his family ready to leave. I respectfully request to know if conveyance will be afforded for those desiring to leave, and what answer shall I give them.

I have two and a half days' coal, full steaming, on board and request to know where I am to get coal.

In obedience to your orders, I secured the anchor and cable which was used for the coal barges and have it now on board. It is of considerable weight, and I would like to dispose of it as soon as convenient.

I am, very respectfully, your obedient servant,

EGBERT THOMPSON,
Lieutenant, Commanding.

Commander CHARLES H. DAVIS, U. S. Navy,
Commanding Western Flotilla.

P. S.—Two deserters, representing themselves from the rebel army at Memphis, have come on board, requesting to go up the river. I will forward them by the first boat.

Report of Captain Davis, U. S. Navy, transmitting report after examination of the works at Fort Pillow by Lieutenant Phelps, U. S. Navy, and Colonel Fitch, U. S. Army.

U. S. FLAG-STEAMER BENTON,
Memphis, June 15, 1862

SIR: I have the honor to inform the Department that I requested Lieutenant Commanding S. L. Phelps, of this ship, to employ a part of our brief stay at Fort Pillow in making a rapid inspection of the works, in company with Colonel Fitch, and I have the pleasure to transmit herewith, for the archives of the Department, the report containing his description of their extent and strength.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,
*Flag-Officer, Comdg. Western Flotilla,
Mississippi River, pro tem.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. FLAG-STEAMER BENTON,
Fort Pillow, Tenn., June 5, 1862.

SIR: In conformity with your directions I made a hasty examination of the works at this point, only, however, having time to pass over the more prominent portions.

The outer line of entrenchments, flanking upon Cold Creek, at a point some 600 yards above the water battery, ascends the bluff in an irregular zigzag, to a prominent and narrow ridge lying between the Hatchee River and the Mississippi, whence it trends away, at a sharp angle, along the ridge in the direction of Fulton and flanks upon the bluffs on the Mississippi above that landing, making a circuit of from 4 to 5 miles.

These lines consist of a heavy embankment, planked upon the inner face, with a dry ditch of an average of 8 feet depth and width. Considerable numbers of pieces of artillery have once been mounted along this extended line. An abattis of fallen timber is cut without the entire length.

There is an inner line of works of similar construction, though not of one unbroken circuit as in the case of the outer line, and altogether it is estimated the entrenchments are 10 miles in length.

The entire land embraced within the circuit of these works is exceedingly rough and broken, sharp ridges, deep gorges, and valleys, with small spring runs, traverse it in all directions, while the greater part of the surface is covered with a heavy growth of timber. There are prominent points along the inner line of defense from which artillery swept the outer works, while the entrenchments and rifle pits were disposed to enfilade and command the approaches effected by the broken surface.

Two crescent batteries are also erected near the summit of the river bluffs to assist in the landward defenses.

The water batteries are constructed at the base of the bluffs in the face of it, and in the gorges by which it is broken. The water battery proper consisted of ten guns, but was much injured in the late flood. A heavy columbiad was mounted in a casemated work constructed in a ravine higher up the river and above the level of the ten-gun battery. This work is destroyed by fire. To the left and higher up is a sunken battery of six heavy guns, and still higher up is a 10-inch columbiad occupying another ravine and sweeping over a large arc. On the river below the ten-gun battery, and constructed by excavation from the bluff at some elevation, is a bastioned work of six heavy guns in front and several flanks. In this is a 13-inch mortar, burst. Still higher up on the bluff are other columbiads, mounted mostly in works across ravines and in batteries of one and two guns.

Single guns (32-pounders) are also placed in position along the bluffs to as far as Fulton, 3 miles below the fort.

These works are constructed and disposed with great skill and with vast labor; but a fatal mistake had been made in the depression that could be given the guns in all save the water battery, since, in a moderate stage of the river, our boats could have hugged the shore and passed under their fire.

I will here mention that Colonel Fitch, commanding Forty-sixth Indiana Regiment, had constructed a road through swamps on the

upper side of Cold Creek, where no such attempt seems to have been anticipated, and had made preparations for crossing the creek and entering there within the lines while the fleet should open fire in front. From thence he could easily have captured, by a rear attack, the crescent battery on the bluff above, after which the different river batteries would have been entirely exposed to his riflemen, firing from above and in rear. The movement was made in accordance with this plan, adopted and prepared for during several previous days, but the rebels had fled from the works during the night, burning everything in their power.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant, Commanding, and Acting Fleet Captain.

Flag-Officer CHAS. H. DAVIS, U. S. NAVY,

Commanding (pro tem.) Flotilla Western Waters.

Extracts from diary of Captain Davis, U. S. Navy, commanding Western Flotilla, pro tem., May 13 to 31, 1862.

May 11, [1862].—The enemy came up yesterday in very gallant style; the vessels were commanded by spirited fellows, who had evidently made up their minds to take it at the closest quarters and in the roughest way. We had scouts out yesterday, and we find that they are hard at work repairing damages, though only six of their gunboats were in sight. These gunboats of the rebels were built, I believe, by individual subscriptions; and Colonel Fitch, the military commander here, had in his hands day before yesterday two numbers of a Memphis paper in which the severest comments were made upon the inefficiency of their commanders. Colonel Fitch said, when he told me of it, that he thought they would be stimulated to some effort of a desperate nature.

It is evident that the public opinion, such as it may be, demands some effort, some display of earnestness and determination, on the part of these people, who have collected a force without, at first, any apparent purpose of using it. I have no doubt we shall have another fight soon if our gunboats do not come up the river, or if Corinth and Memphis do not fall. * * *

If the *Cincinnati* and *Mound City* were not so completely crippled, Colonel Fitch and I would be already engaged in the execution of a plan for reducing Fort Pillow, of which he is the author, and which I found on the tapis when I came out. As it is we must wait for several days.

May 21, [1862].—General Quinby came down last evening with reinforcements, and last night we had a council of war. According to the best information, they (the rebels) have very few people now at Fort Pillow. The story is that they have gone down to Randolph. * * * Their gunboats are not in their usual anchorage. Our plot is a good plot. We require a little luck to carry it out successfully.

There are at Cairo and St. Louis, on the stocks and unfinished, vessels that would make us perfect masters of the river and everything in it. But they will not be finished till the war is over. Is not this truly provoking? * * *

I can not tell what damage I did to the rebel fleet. Two of their vessels dropped out of action, enveloped in steam and smoke, in the first fifteen minutes, and one appeared to sink as she rounded the point. The information given by the refugees (who are numerous) is that she was kept afloat twenty-four hours and then sank, and that we killed 108 of the rebels. This is the least estimate; others give more.

I am doing nothing just now. General Quinby, after reconnoitering the ground, came to the conclusion that he had not men enough to undertake the combined movement we had agreed upon, and he has gone back to wait for more. * * *

May 28, [1862].—A party of deserters from the fort came in day before yesterday and another yesterday. They agree in the number of troops, etc., and also in portraying the condition of the rebel soldiers as one of suffering from want of good and sufficient food, and of general disgust and discontent. * * *

May 29, [1862].—I have now an addition of five or six rams to the squadron, and the gunboats have received the protection of cypress logs and iron rails in their weakest parts. If I could get at them (the enemy's fleet), I should make the attack myself, and my own anxiety is now, not to avoid, but to renew the fight clear of the guns of Fort Pillow. * * *

I am sending a steamer up the river to-day to pick up the poor refugees, who stand on the banks begging our mail boats to take them on board with their families. * * *

May 31, [1862].—Fort Pillow has neither been evacuated nor reinforced. We know its status pretty well from day to day (the deserters are frequent), and to-day is the first time we have had any intimation of a movement looking toward evacuation, and to-day we receive intelligence, which we think reliable, of the evacuation of Corinth. Our scouts are always on the alert.

Of one thing be assured, that, if ever I get near that rebel fleet again, I shall destroy it, unless they anticipate me themselves.

* * * * *

June 3, [1862].—* * * There has been a little skirmish between two scouting parties, in which a rebel officer was killed; and further, there have been some movements during the night and during the two previous days, indicating an intention on the part of the rebels to evacuate. * * * If General Quinby were here we would try to anticipate their movements.

June 5, [1862].—Colonel Fitch discovered several days ago a weak and assailable point by which he proposed to attack the enemy's works by land while I encountered the batteries in front. It was agreed between us that this should come off yesterday morning, but a foolish movement of Colonel Ellet prevented it in a way that could not have been foreseen.

The movement was then to have been made this morning, as soon after daylight as possible. But the rebels retreated yesterday and last night, after, as usual, destroying everything. * * * These works are very extensive and very strong. * * *

I am now lying under the batteries of Fort Pillow, waiting for Colonel Fitch to return from some examinations he is making. As soon as he comes back we will make our preparations for going

down the river. I do not believe that there is any force at Randolph. If not, there is probably no interruption between here and Memphis, except, perhaps, the enemy's gunboats, and they would detain us but a short time.

Report of Brigadier-General Thompson, C. S. Army, regarding the operations of the enemy.

C. S. RIVER DEFENSE SERVICE,
Gunboat General Bragg, Sunday, May 4, 1862—3 p. m.

GENERAL: We are patiently awaiting the turn of events, and do not see much prospect for a fight at the present time. The enemy have changed their position since I came here, and keep their gunboats on each side of the river in a position to command a long stretch, where we can not reach them without being under a cross fire for from forty to fifty minutes. They have twelve mortar boats, but never have more in position than two, which fire at irregular periods during the day, but are towed away each night. We have eight boats of the river-defense fleet here. The navy boats are dismounting their guns. We are doing a good service by keeping the enemy at a distance from Fort Pillow, but I have not the confidence in the fleet which I was led to expect by the representations made me. The majority of these boats are not fast enough to catch a retreating boat, but any that may pass Fort Pillow are at our mercy, and should any of their boats be imprudent enough to lie at the point they occupied when we came here, we can sink them with our three fast boats. We will wait and watch and hope.

Yours, most respectfully,

M. JEFF THOMPSON,
*Brigadier-General, Missouri State Guard,
Commanding Marines and Gunners.*

Major-General G. T. BEAUREGARD, C. S. Army,
Corinth, Miss.

[Endorsement.]

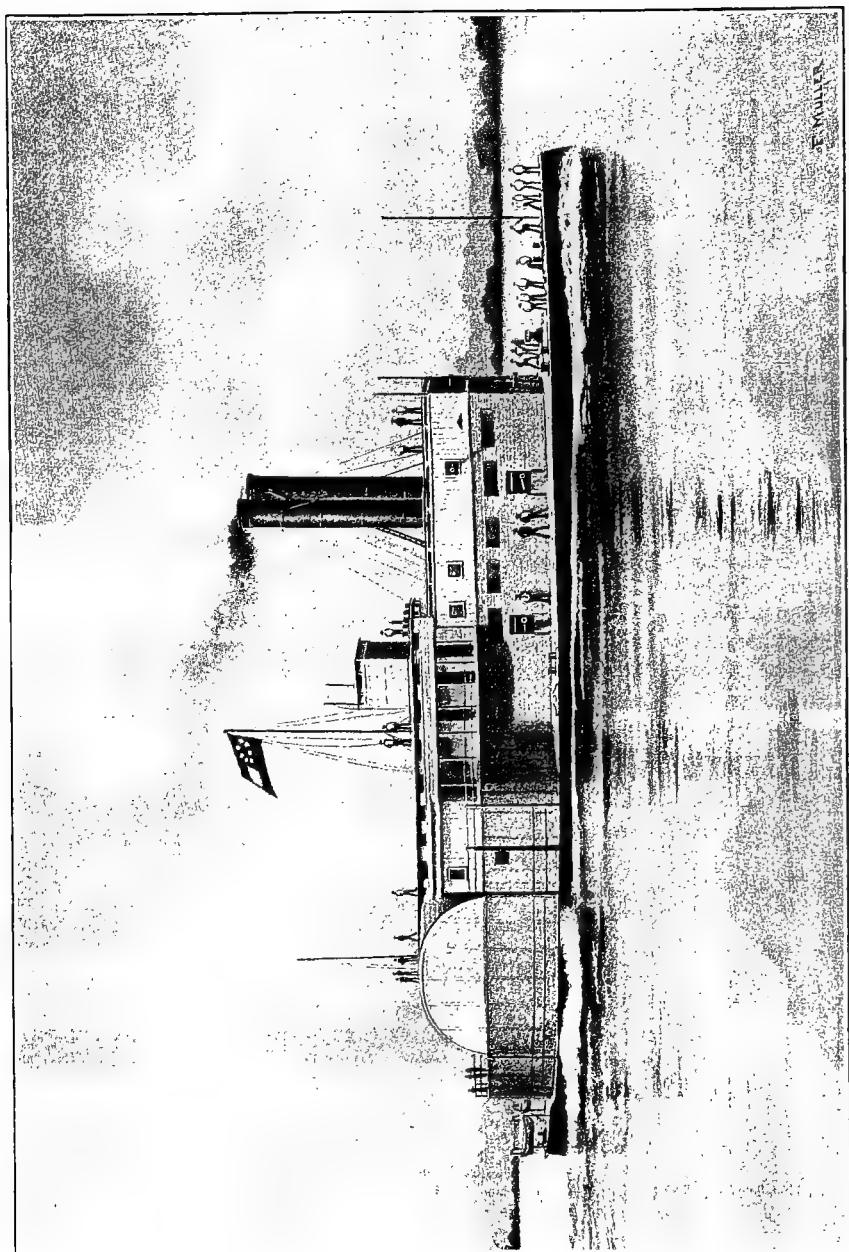
Already answered as follows: "Hope ere long you will be able to test with success the efficiency of your boats, which are now the last hope of closing the river to the enemy's gunboats. Should you not have speed enough against the boats upstream, I hope you will be able to destroy those of the enemy reported to be coming up from New Orleans.

G. T. BEAUREGARD.

Report of Brigadier-General Thompson, Missouri State Guard.

CONFEDERATE STATES RIVER DEFENSE SERVICE,
Gunboat General Bragg, May 10, 1862—10 p. m.

GENERAL: At a council of war held last night by the captains of the fleet it was determined to attack the enemy this morning, to cut out a gunboat which for the past two days has been guarding the mortar boat.



CONFEDERATE STATES RAM GENERAL STERLING PRICE.

We started at the commodore's signal at 6 a. m. and steamed round the point in front of Fort Pillow. The boat guarding the mortar boat immediately started into the current and ran for the shoal water on Plum Point. The *General Bragg*, Captain Leonard, which had the lead, ran rapidly at her (supposed to be the *St. Louis*), striking her a glancing blow on the starboard bow and receiving a broadside at 10 feet distance. The *Bragg* then backed out, and the *Sumter*, Captain Lamb, passed on, striking the same boat on the starboard quarter, and continued up stream to strike another. The *Van Dorn*, Captain Fulkerson, which came next, went up to the mortar boat and fired into it at 20 yards distance, and, passing for larger game, ran into another large gunboat, and then, unfortunately ran ashore, where for several minutes she sustained a terrific cannonade until she backed off. The *Price*, Captain Henthorne, which was third in the line of attack, went gallantly in and struck a large gunboat, supposed to be the *Benton*, and also received several point-blank shots. The other boats of this fleet, viz, the *Beauregard*, *Colonel Lovell*, *Jeff Thompson*, and *Little Rebel*, were not able to get into the fight, except with their guns, but it is worthy of note that the gunners on the open forecastle and sterns served their guns steadily amid a shower of missiles without one casualty.

The *Little Rebel* was Commodore Montgomery's flagship, and ran about amid the storm as heedlessly as if charmed.

A tiller rope on the *General Bragg* was accidentally cut, which prevented her from again returning to the charge, and as the difference in speed had opened the gap between our boats so far, and as the enemy's boats were enough injured to repay our attempt and damage fourfold, the commodore hoisted his recall, and we fell back, cheering and shouting.

Our loss has been: W. W. Andrews, steward on the *Van Dorn*, killed; ———, third cook on the *Bragg*, mortally wounded, and eight or ten slightly wounded, among whom is Captain Fulkerson—a contusion on the hand, more painful than dangerous.

Where all acted so handsomely it would be invidious to discriminate, and I will simply state that the captains and crews of this fleet deserve the confidence which has been reposed in them, and my officers and men acted, as they always have, bravely and obediently.

Yours, most respectfully,

M. JEFF THOMPSON,
Brigadier-General, Missouri State Guard,
Commanding Confederate Troops on Fleet.

General G. T. BEAUREGARD,
C. S. Army, Corinth, Miss.

Report of Captain Montgomery, Commanding River Defense Fleet.

FLAGBOAT LITTLE REBEL,
Fort Pillow, Tenn., May 12, 1862.

SIR: I have the honor to report an engagement with the Federal gunboats at Plum Point Bend, 4 miles above Fort Pillow, May 10.

Having previously arranged with my officers the order of attack, our boats left their moorings at 6 a. m. and proceeding up the river, passed round a sharp point, which brought us in full view of the enemy's fleet, numbering eight gunboats and twelve mortar boats.

The Federal boat *Carondelet* was lying nearest us, guarding a mortar boat that was shelling the fort. The *General Bragg*, Captain H. H. Leonard, dashed at her. The *Carondelet* [*Cincinnati*], firing her heavy guns, retreated toward a bar where the depth of water would not be sufficient for our boats to follow. The *Bragg* continued boldly on under fire of nearly their whole fleet, and struck her a violent blow that stopped her further flight, then rounded down the river under a broadside, fired and drifted until her tiller rope that had got out of order could be readjusted. A few moments after the *Bragg* struck her blow, the *General Sterling Price*, first officer Thomas E. Henthorne, ran into the same boat a little aft of her starboard midship, carrying away her rudder, sternpost, and a large piece of her stern. This threw the *Carondelet's* [*Cincinnati's*] stern to the *Sumter*, Captain W. W. Lamb, who struck her, running at the utmost speed of his boat.

The *General Earl Van Dorn*, Captain Isaac D. Fulkerson, running according to orders in the rear of the *Price* and *Sumter*, directed his attention to the *Mound City*, at the time pouring broadsides into the *Price* and *Sumter*. As the *Van Dorn* proceeded, by skillful shots from her 32-pounder, W. G. Kendall, gunner, silenced a mortar boat that was filling the air with its terrible missiles. The *Van Dorn*, still holding on the *Mound City's* midship, in the act of striking, the *Mound City* sheered, and the *Van Dorn* struck her a glancing blow, making a hole 4 feet deep in her starboard forward quarter, evidenced by splinters left on the iron bow of the *Van Dorn*. At this juncture the *Van Dorn* was above four of the enemy's boats. As our remaining boats, the *General M. Jeff Thompson*, Captain J. H. Burke, the *Colonel Lovell*, Captain James C. Delancy, and the *General Beauregard*, Captain J. H. Hurt, were entering boldly into the contest in their prescribed order, I perceived from the flagboat that the enemy's boats were taking positions where the water was too shallow for our boats to follow them, and, as our cannon was far inferior to theirs, both in number and size, I signaled our boats to fall back, which was accomplished with a coolness that deserves the highest commendation. I am happy to inform you, while exposed at close quarters to a most terrific fire for thirty minutes, our boats, although struck repeatedly, sustained no serious injury. Our casualties were 2 killed and 1 wounded (arm broken).

General M. Jeff Thompson was on the *General Bragg*; his officers and men were divided among the boats. They were all at their posts, ready to do good service should an occasion offer. To my officers and men I am highly indebted for their courage and promptness in executing all orders.

On the 11th instant I went on the *Little Rebel* in full view of the enemy's fleet. Saw the *Carondelet* [*Cincinnati*] sunk near the shore and the *Mound City* sunk on the bar. The position occupied by the enemy's gunboats above Fort Pillow offers more obstacles to our mode of attack than any other between Cairo and New Orleans. But of this you may rest assured, if we can get fuel, unless the enemy

greatly increase their force, they will never penetrate farther down the Mississippi.

I am with great respect, your obedient servant,

J. E. MONTGOMERY,
Senior Captain, Commanding River Defense Service.

General G. T. BEAUREGARD,
Commanding C. S. Army of the West.

Report of Brigadier-General Thompson, Missouri State Guard, regarding the action of the rams in the river.

C. S. RIVER DEFENSE SERVICE,
Gunboat General Bragg, off Fort Pillow,
May 13, 1862—8 p. m.

GENERAL: Your telegram suggesting our trying the slow boats downstream is received. Upon reflection you will find that none of the rams will answer downstream, except when manned by a "forlorn hope" to accomplish some specific object. After the first "butt" downstream, whether it be fair or foul, your boat is lost, for you can not back upstream to strike again, and in drifting down you will be at the mercy of the enemy. This matter was fully demonstrated on the 10th, for the *Bragg*, which is the best and fastest boat, went in the lead, and after striking her first blow simply fouled a tiller rope and had to drift out of the action. Our only hope is to make ourselves useful "upstream," and we will keep the enemy at this point in check until they are largely reinforced. The enemy's boats above Fort Pillow are now moored in narrow channels behind sand bars, where we can not attack them again, but we will wait and watch for another opportunity. Should gunboats pass Vicksburg and the fort at that place remain in our hands, then we can run downstream and sink everything we hit between here and there, and then return to this post.

Yours, most respectfully,

M. JEFF THOMPSON,
Brigadier-General, Missouri State Guards,
Commanding Confederate Gunners.

General G. T. BEAUREGARD,
Commanding C. S. Army, Corinth, Miss.

[Telegram.]

MEMPHIS, TENN., June 3, 1862.

If not already done, for God's sake order the River Defense Fleet to defend every bend and dispute every mile of river from [Fort] Pillow here.

I am willing, and believe I am able, to hold the river if Commodore Montgomery will cooperate, which I believe he will.

M. JEFF THOMPSON.

GENERAL DANIEL RUGGLES,
Grenada.

[Telegram.]

MEMPHIS, *June 3, 1862.*

Without it was a strategic movement, it was useless to evacuate Fort Pillow.

If we are allowed to place the mortars on rafts and permitted to use the transports and play strategy back on the enemy, I will contract to hold this river above Memphis for a month.

M. JEFF THOMPSON.

GENERAL RUGGLES.

[Telegram.]

HEADQUARTERS, *Grenada, June 3, 1862.*

I wish you to take command at Memphis and hold your forces in such position as to cover it and contribute to its defense. This is on the presumption that your previous orders do not conflict and that you have evacuated Fort Pillow.

The new gunboat *Arkansas* will reach Memphis in a few days to join the cotton gunboat fleet.

I hope to be in Memphis to-morrow morning.

Can you furnish some heavy guns for Memphis?

Answer.

DANIEL RUGGLES,
Brigadier-General, Commanding.

Brigadier-General VILLEPIGUE,
Memphis.

[Telegram.]

MEMPHIS, *June 3, 1862.*

I will promptly obey your instructions. I will do the best I can to hold the enemy in check at all points. I think that the fleet ought to be kept above. Shall I detain remainder of troops as they arrive? The troops have only five days' rations.

Rations had better be forwarded to Hernando, if I detain them here, so that if they run short they can be procured easily. No batteries of any kind here, except those that will arrive to-night.

THOS. H. ROSSER,
Colonel, Commanding Post.

General RUGGLES,
Grenada.

[Telegram.]

MEMPHIS, *June 3, 1862.*

The *Golden Age* passed down this morning from Fort Pillow with troops for Vicksburg. We may have about 200 troops here on whom to depend, and can make no defense except against a very meager force.

We shall remain till everything is shipped and as much longer as possible.

Nearly everything has been forwarded. Will finish to-day probably.

THOS. H. ROSSER,
Colonel, Commanding Post.

General RUGGLES,
Grenada.

[Telegram.]

MEMPHIS, *June 3, 1862.*

Fort Pillow is evacuated. I left the fort this morning myself. The remainder of the ammunition and 600 troops were taken by steamer *Golden Age* this morning to Vicksburg. The remainder of the troops, with General Villepigue, are coming by land. There is neither arms nor powder here.

In view of the importance of holding Memphis, public meetings have been held and addressed by General Thompson, Colonel Rosser, and Captain Baird, with the most discouraging results. Colonel Foute will leave on the evening train for Grenada and will explain to you the true condition of things here. Captain Baird will accompany him.

CHARLES JONES.

General RUGGLES,
Grenada.

*Destruction of railroad bridge over Bear Creek, Tennessee River,
April 13, 1862.*

Report of Lieutenant Gwin, U. S. Navy, commanding U. S. S. Tyler.

U. S. GUNBOAT TYLER,
Pittsburg, Tenn., April 14, 1862.

SIR: I have the honor to inform you that the *Tyler* and *Lexington* convoyed two transports, containing 2,000 troops, infantry and cavalry, under the command of General Sherman, to Chickasaw, Ala., where they disembarked and proceeded rapidly to Bear Creek Bridge, the crossing of Memphis and Charleston Railroad, for the purpose of destroying it and as much of trestlework as they could find.

I am happy to state that the expedition was entirely successful. The bridge, consisting of two spans, 110 feet each, was completely destroyed (i. e., superstructure), together with some 510 feet of trestlework and half mile of telegraph line.

The rebels made a feeble resistance to our cavalry, 120 in number, but soon made a hasty retreat, losing 4 killed; our loss none.

I regret to state that in firing a salute on the 12th, John D. Seymore, boatswain's mate, was so much injured by the premature discharge of a gun as to cause his death yesterday morning.

Allow me to congratulate you and those under your command on your great success at Island No. 10.

Enclosed I send you Lieutenant Commanding Shirk's report.

Very respectfully, your obedient servant,

WM. GWIN,
*Lieutenant, Commanding Division of Gunboats
on Tennessee River.*

Flag-Officer A. H. FOOTE,
Commanding Naval Forces on Western Waters.

Report of Brigadier-General Sherman, U. S. Army.

HEADQUARTERS FIFTH DIVISION,
Camp Shiloh, April 14, 1862.

SIR: I have the honor to report that in obedience to verbal orders from General Grant, ratified in person by General Halleck, I embarked on board the transports *Tecumseh* and *White Cloud*, during the evening of the 12th instant, 100 men of the Fourth Illinois Cavalry, under command of Major S. M. Bowman, and the brigade of General Fry, and, escorted by the gunboats *Tyler* and *Lexington*, Commanders Gwin and Shirk, proceeded up the Tennessee River to Chickasaw Landing, where all the troops were disembarked at 7 a. m. the 13th instant.

By my orders Major Bowman proceeded rapidly on the road to Iuka, the enemy's pickets retreating before him, and destroying, themselves, by fire, a road bridge across Bear Creek, which I had ordered General Fry to destroy, to secure the right flank of the movement on the Bear Creek Bridge. This bridge, about 7 miles from Chickasaw, being destroyed, Major Bowman proceeded rapidly up the road 8 miles farther, and on approaching the railroad bridge across Bear Creek he found it guarded by the enemy.

* * * * *

Having thus fulfilled well their orders, Major Bowman and General Fry returned to Chickasaw with their commands, reaching the boats about 9 p. m., having marched about 30 miles.

Having thus succeeded in the main purpose of the expedition, I wanted to proceed 20 miles farther up the Tennessee, and there make another break, as well as to push on to Tuscumbia Landing and Florence. At Florence there is a very fine bridge for a branch railroad that connects Florence with Tuscumbia, with a road bridge underneath, but it was the unanimous opinion of all the pilots that the gunboats, and even one of the transports, could not pass Bee-tree Shoals or Colbert Shoals, both rock bottom, on which it would not do to risk the gunboats. Having no personal knowledge on the subject, and bound to defer to the opinion of pilots who had navigated the Tennessee for thirty years, I was reluctantly compelled to abandon the latter part of your design—the destruction of the Florence Bridge.

I am still ready to undertake it with boats of light draft, made secure by some fieldpieces and bales of hay, or to march by land from Waterloo, just above Chickasaw, to Florence. Our cavalry, under

Major Bowman, moved finely on this occasion, and the infantry column of General Fry sustained their well-earned reputation for steadiness and discipline.

I am, with respect, your obedient servant,

W. T. SHERMAN,
Brigadier-General, Commanding Fifth Division.

Captain JOHN A. RAWLINS,
Assistant Adjutant-General to General Grant.

[Telegram.]

WASHINGTON CITY, *April 13, 1862—10:30 a. m.*

Three hundred and seventy-eight sailors are now ready to be sent to Cairo in accordance with the request from Flag-Officer Foote.

Shall they be sent? Answer.

H. A. WISE,
Assistant Inspector Ordnance.

Commander PENNOCK, U. S. Navy,
Cairo.

[Telegram.]

WASHINGTON CITY, *April 14, 1862—2:45 p. m.*

Your telegrams received and you will be duly informed respecting the armaments of the rams.

Cannon primers and other articles required are going to you by express, and a paymaster is ordered for the navy accounts.

Telegraph fully all of interest in the progress of the flotilla.

H. A. WISE,
Assistant Inspector Ordnance.

Senior NAVAL OFFICER,
Cairo.

[Telegram.]

CAIRO, *April 14, 1862.*

(Received 2:30 p. m.)

I will inform you when to send the men.

I have been directed by Flag-Officer Foote to arm and equip and man the steam rams building at Cincinnati and Pittsburg when they are ready. We have no official information thus far respecting them, and can not act understandingly until that is furnished.

Yesterday at 7 a. m. the squadron was underway and expected to arrive off Fort Pillow in a few hours.

Five rebel gunboats were in sight, and unofficial information says the squadron opened fire on them and they retreated.

A. M. PENNOCK,
For Flag-Officer Foote.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

Letter from the Secretary of the Navy to the Secretary of War, making certain enquiries with a view to construction of vessels on the Western waters.

NAVY DEPARTMENT, April 14, 1862.

SIR: For purposes connected with the construction of gunboats on the Western waters, I have the honor to request the following information, which is presumed to be in the Bureau of Topographical Engineers, viz:

Average depth of water on shoals in the Mississippi River between Cairo and New Orleans for each month of the year; same between Cairo and St. Louis; same between Cairo and Cincinnati on the Ohio; same between Cincinnati and Pittsburg.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.]

APRIL 14, [1862]—2.45 p. m.

Your telegram received and you will be duly informed respecting the rams.

Cannon primers and other articles required are going to you by express, and a paymaster is ordered for the navy accounts.

Telegraph fully all of interest in the progress of the flotilla.

H. A. WISE,

Assistant Inspector Ordnance.

SENIOR NAVAL OFFICER,
Cairo.

Report of Flag-Officer Foote, U. S. Navy, transmitting report of medical board after examination of his wound.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, April 15, 1862.

SIR: I am suffering so much from the effects of my wound at Fort Donelson, and being apprehensive from its increasing inflammation, that it will even still more seriously prevent my giving that attention required to my responsible duties as flag-officer, I have considered it to be my duty to the Government to have the case examined by three competent surgeons, whose opinion in writing is herewith submitted.

I place this matter solely on the ground of what will best promote the efficiency of the flotilla, not on personal grounds, as I am ready, if called upon, to sacrifice my life in vindication of the flag of my country.

I have the honor to be,

Very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

FLAGSHIP BENTON, *April 15, 1862.*

SIR: In obedience to your order we have made a careful examination of the condition of your foot, which was wounded during the action at Fort Donelson, and find that its condition is such, arising from increasing inflammation, inducing already considerable febrile action, which seriously threatens an increase, which, if neglected—as it must be more or less with your necessary exertions in the discharge of your duties here—that it would probably soon totally unfit you for the performance of your important duties as flag-officer; and we would therefore respectfully suggest that for the future interest of the flotilla you be permitted to return home to recover your health.

Respectfully, your obedient servants,

JOHN LUDLOW, M. D.,

Assistant Surgeon, Benton.

J. S. MCNEELEY, M. D.,

Assistant Surgeon, Carondelet.

GEO. E. JONES, M. D.,

Assistant Surgeon, Mound City.

Flag-Officer A. H. FOOTE.

Report of Flag-Officer Foote, U. S. Navy, advising that Captain Charles H. Davis, U. S. Navy, be assigned to command the flotilla.

Unofficial.]

U. S. S. BENTON,

Fort Pillow, April 15, 1862.

MY DEAR SIR: I send the written opinion of three of our best surgeons in my case.

Should you relieve me, I would respectfully name Captain Charles H. Davis as the officer to succeed me.

It is only under the apprehension that necessary things will be neglected while I am confined on account of my foot that induces me to lay these papers before you. Although Lieutenant-Commanding Phelps, the flag captain, is qualified to command any squadron, you will see, by his being a young officer, he can not act for me when I am laid up without exciting a feeling among officers ranking him that would prove injurious to the efficiency of the flotilla.

The flag-officer should be physically and mentally qualified to perform duties for which he is responsible.

In haste, and with respect and great esteem,

Your obliged friend,

A. H. FOOTE.

HON. GIDEON WELLES,

Secretary of the Navy.

Order of Flag-Officer Foote, U. S. Navy, to Lieutenant McGunnegle, U. S. Navy, to proceed to Cincinnati and Pittsburg for information regarding vessels.

U. S. GUNBOAT BENTON,

Near Fort Pillow, April 17, 1862.

SIR: Proceed without delay to Cincinnati and Pittsburg and ascertain what vessels, if any, at those points are being converted into gun-

boats or rams, and under whose supervision; also the characters of the boats and the alterations being made in them, as well as the time when they may be expected to leave for this service. Inform me by letter at the earliest possible date of the result of your enquiries, giving me information upon any point connected with those boats you may consider likely to prove of interest. Return at once to St. Louis after complying with this order and resume your present duties.

I am, respectfully, yours,

A. H. FOOTE,
Flag-Officer.

Lieutenant W. MCGUNNEGLE, U. S. Navy,
St. Louis.

Petition from ordinary seamen and landsmen on the U. S. S. Carondelet for increase of pay.

U. S. GUNBOAT CARONDELET,
April 17, 1862.

SIR: We would respectfully call your attention to a subject which is of vital importance to ourselves and families. We understand that the men aboard of some of the gunboats are all receiving \$18 per month, and we think it strange that an exception should be made in our case. The men who shipped out West, mostly landsmen, also receive \$18 per month, while we get only \$12 and \$14. We think that we are equally entitled to this increase of pay, for as far as efficiency is concerned we acknowledge no superior in the flotilla.

Hoping that this may meet with your official approbation, and that you will grant our request, we remain,

Respectfully, yours,

THE ORDINARY SEAMEN AND LANDSMEN OF THE CARONDELET.
Flag-Officer FOOTE.

[Endorsement.]

Of course the gallant men of the *Carondelet* shall have the same pay as other men in the other boats.

A. H. FOOTE.

[Telegram.]

CINCINNATI, April 17, 1862.
(Received 4 p. m.)

The *Switzerland*, at Madison, and the *Lancaster* and *Queen of the West*, here, are progressing rapidly. Boats at all suitable are very scarce. The *Monarch* will be here to-night, and will be purchased by Mr. Butler at my instance, subject to your sanction, for \$14,000. I propose, if you confirm the bargain, to send her immediately to New Albany to be prepared. I will leave for Pittsburg in the morning.

CHAS. ELLET, Jr.

Hon. E. M. STANTON.

Letter from Charles Ellet, jr., to the Secretary of War, regarding matters connected with the Ram Fleet and its organization.

PITTSBURG, April 19, 1862.

My dispatch of the 17th from Cincinnati, asking authority for Mr. Butler to purchase the *Monarch* for \$14,000 and send her to New Albany to be prepared for service, has not yet been answered. Please inform me whether the authority is granted.

I now report that three boats at Pittsburg and one, and possibly two, at Cincinnati, will be ready as soon as I can man them. I respectfully request authority for the committee here to purchase 100,000 bushels of coal and the barges to carry it, so that I may take thirty days' supply with me down the Mississippi. The contract for this coal should be made forthwith; also authority to me to engage the crews, and to promise them fair current Mississippi River wages in their several departments, with stipulated allowances for extraordinary dangers and enterprise.

The engagement will be very short. What we do with these rams will probably be accomplished within a month after starting the first boat. Success requires that the steamers should be run down below the batteries, after which they will be isolated, unable to return, and compelled to command the Mississippi or be sunk or taken. I think if I can get my boats safely below Memphis I can command the river. A month's wages is no adequate compensation for the volunteer crew. I propose therefore, that, in addition to their current wages, they all be allowed an extra month's pay for every fortified rebel position they pass below; also, as you have suggested, prize money if they capture prizes, in accordance with existing regulations. But, as the arrangements of this expedition are not favorable to taking and holding prizes, but are calculated essentially to destroy the enemy's floating war property and cripple his means of transportation, that for all services of this character which may be rendered, such compensation shall be allowed as in the judgment of the Secretary of War is equitable.

If these suggestions are not approved, I ask to be instructed as soon as possible on those points.

I propose to furnish each steamer with a military guard of twelve to twenty men under a lieutenant, with an officer of higher grade in command of the whole, in addition to the ordinary crew of the boat, to do guard duty at all times and assist in the defense of the boats when necessary. This military guard should, of course, be composed of volunteers drawn from the Army. If this suggestion is approved, I would ask permission to nominate the officer who would select and command the guard. The total force on board all the seven steamers and two picket tenders will be, including guards and crews, about 350 men.

I wish to have in the fleet two small but swift coal towboats as tenders and pickets, which can be purchased here for about \$10,000 each; and I would be obliged to you, if the suggestion is approved, to authorize their purchase by the committee.

I propose to provision the boats, as is customary on river steamers, at the owner's, in this case the Government's, expense.

I ask to be relieved of all financial cares, and to be furnished with a clerk to make the needful purchases and keep the accounts after the expedition sets out.

A volunteer surgeon and assistant, if competent men can be had, would be desirable.

I will designate the few arms that are needed in a subsequent dispatch.

Respectfully asking for an early answer,

CHARLES ELLET, Jr.

Hon. E. M. STANTON,
Secretary of War, Washington, D. C.

[Telegram.]

WAR DEPARTMENT,
Washington City, D. C., April 19, 1862—10.12 a. m.

Three rams are being constructed by Mr. Ellet and nearly completed at Pittsburg, and three at Cincinnati. I will ascertain how soon they will be ready.

EDWIN M. STANTON,
Secretary of War.

THOMAS A. SCOTT,
Assistant Secretary, Cairo.

[Telegram.]

CAIRO, [ILL.], *April 19, 1862.*

I have reason to know that Commodore Foote has written to the Secretary of the Navy, stating the condition of his wounded limb, with an opinion from three surgeons. As a change may be effected, please have it deferred until you receive a report by mail from me in regard to reorganization

THOMAS A. SCOTT.

Hon E. M. STANTON,
Secreatry of War.

[Telegram.]

CAIRO, [ILL.], *April 19, 1862.*

Before leaving the fleet Commodore Foote desired me to ascertain whether steamers were being converted into rams or gunboats at Pittsburg, Cincinnati, and St. Louis; also the number at each place, and the time they will be ready. If he is to provide commanders and crews, he must be getting ready. Please telegraph me at Cairo.

THOMAS A. SCOTT.

Hon. E. M. STANTON,
Secretary of War.

Personal letter from Brigadier-General Buford, U. S. Army, to Flag-Officer Foote, U. S. Navy, regretting removal from cooperation.

STEAMBOAT MCGILL,
Near Cairo, April 19, 1862.

DEAR SIR: I was very much disappointed at being removed from the opportunity of cooperating with you in restoring the Mississippi River to the Union. I shall always recollect with singular pleasure the intercourse I have had the honor to hold with you and the naval officers under your command. I am pleased with the approbation expressed by you for myself and the troops under my command in your order of the 11th instant.

Trusting that Providence will continue to crown your valor and patriotic efforts with victory until the Union is restored,

I have the honor to be, your friend and obedient servant,

N. B. BUFORD,
Brigadier-General.

Flag-Officer FOOTE,
Commanding Flotilla.

Report of Flag-Officer Foote, U. S. Navy, regarding the application of Commander Winslow, U. S. Navy, for duty in the flotilla.

FLAG-STEAMER BENTON,
Off Fort Pillow, April 19, 1862.

SIR: Your letter of the 14th instant, asking if I desire the services of Commander Winslow, who has applied for orders to report to me for duty, has been received.

I should be extremely pleased to have Commander Winslow ordered to the flotilla, but as the gunboat *Cairo*, assigned to him, is now in command of Lieutenant Commanding Bryant, and there being no available gunboat for Commander Winslow at present, the only command that he can have, without depriving some officer already in command, which I can not consent to do after their hard and efficient service, will be the *Eastport* or some other vessel to be fitted out. If Commander Winslow is ordered with this understanding, to wait until a new gunboat is ready for him, I shall be very happy to have him ordered to report for duty in the flotilla.

I have the honor to be, very respectfully, your obedient servant,
A. H. FOOTE, *Flag-Officer.*

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Fleet Captain Pennock, U. S. Navy, regarding various matters.

NAVAL DEPOT,
Cairo, April 20, 1862.

SIR: Two hundred and sixty-four men arrived here last night. To facilitate matters in getting them here safely (railroad communication having ceased), I sent an officer with the *Dan Pollard* to Mound

City to receive them on board and bring them to this place. The officers that came on with the draft did not report here, but delivered the men to the one officer at Mound City and left in the cars. The number being too great for one officer to take charge of, the consequence was that some of the men became intoxicated and I fear that some two or three of them fell overboard and were drowned during the passage from Mound City.

The *Keystone* has made fast to two coal barges and will leave as soon as the wind falls.

I received a letter from Assistant Secretary of War Scott on the eve of the departure of the *Shingiss*, which I handed Lieutenant Hall to deliver to you. Colonel Scott requests that you will forward any letters of his that may come to the fleet to me at this place.

The *Sallie Wood* is loaded with powder and shell. All of the ammunition is removed from the magazines here and is safely stored.

The shell are still in the foundry at Mound City, but are very difficult to get at. I am much indebted to the extraordinary efforts of the ordnance officer, Lieutenant Byron Wilson, in removing the ammunition to a place of safety.

We are constantly receiving large invoices of ordnance, and it would greatly facilitate matters if you would have some of the steamers bring up the wharf boat, which you mention in your letter, to be used for stowing these stores. The river is still rising.

I am, very respectfully, your obedient servant,

A. M. PENNOCK,

Commander and Fleet Captain.

Flag-Officer A. H. FOOTE,

Commanding U. S. Naval Forces on the Western Waters.

Personal letter from Quartermaster Wise, U. S. Army, to Flag-Officer Foote, U. S. Navy.

CAIRO, April 20, 1862.

MY DEAR FLAG-OFFICER: Very sorry to hear that you are so much under the weather. I wish you could come up and see us for a few days, as the change might be of benefit to you. As you appear now condemned to only keep watch and ward on Fort Pillow until the army moves above, I think you might make one more visit before going farther down. We send telegrams regularly to Washington, although lately rather destitute of news of interest. Cairo is almost under water and the cars can not come nearer than Mound City, to which place our mail is carried by water. There is considerable apprehension that the levee will give way, as at our landing the water is only a foot or two from the top. From my room I can look down upon Cairo, and sociable visiting is carried on in boats, while first floors are used as bath rooms and fish ponds. The St. Charles Hotel, there is a probability, will be cleaned, as the river is expected to make a new channel through it. There is much alarm among the boarders, and Mrs. Pennock and Mrs. Stembel have both taken refuge on board our ark.

Enclosed I send you a blank, to be receipted, for the large amount of coal that I have sent lately, as you requested. I sent this coal without any formal order, and it is necessary for some commissioned officer to receipt for it to me. I do not put any amount on the receipt, only the number of barges, as, until I can get to the coal depot, I do not know the number of bushels.

Henry is going to send me immediately from Washington a gentleman of experience in navy accounts. I have telegraphed to General Meigs that I have not funds for the daily expenses of the office. Captain Porter telegraphs me that the work on the *Essex* will have to be abandoned unless he receives funds, and wishes to know if he is to "be sacrificed a third time." As I do not think he is a fit subject for a sacrifice at this time, I will do all I can to prevent.

* * * * *

Very truly and respectfully, yours,

GEO. D. WISE.

Flag-Officer A. H. FOOTE,
Commanding Naval Forces Western Waters.

Order of the Secretary of the Navy to Captain Davis, U. S. Navy, assigning him to duty on Western Waters.

NAVY DEPARTMENT, April 22, 1862.

SIR: Upon the completion of your present duties you will proceed to Cairo, Ill., without delay and report to Flag-Officer A. H. Foote for such duty as he may assign you in the naval forces under his command.

I am, respectfully,

GIDEON WELLES.

Captain CHARLES H. DAVIS, U. S. Navy,
New York.

Semiofficial letter from Fleet Captain Pennock, U. S. Navy, to Flag-Officer Foote, U. S. Navy.

CAIRO, April 22, 1862.

MY DEAR FLAG-OFFICER: I deeply regret to learn that your foot troubles you so much and that your general health is affected by it. Do give yourself a little more rest. You need it, and should take it, not only for your own sake but also for that of your country. A great deal depends upon you. It would be a national calamity if you were obliged to give up your command, and it would create confusion and disorganization in the flotilla. I hope to hear that you are better and taking good care of yourself.

The weather here has been exceedingly disagreeable, but it has not kept us from working. I was greatly relieved when our Cairo magazines were emptied.

I sent you by the *De Soto* the articles you desired. Call upon me always, for it gives me great pleasure to attend to your wants.

I am snugly domesticated on board of the wharf boat. I have two rooms nicely fitted, thanks to friend Wise, who is never so happy as when he is contributing to the comfort of others. Mrs. Wise, Stembel, and Pennock enjoy their new home. We are decidedly more comfortable than we were at the hotel. If the river continues high we may have to take to salt grub, but no one will mind that.

We commenced to-day getting on board Porter's IX-inch guns, preparatory to shipping them to St. Louis; dragging them through mud and water is no easy task. If the Department does not give us official information with regard to the rams now building at Pittsburg and Cincinnati, and there is delay on that account, we must not be blamed for it. It will take time to select suitable pilots and masters for them. I have telegraphed to Wise that if you were expected to officer the rams, timely notice should be given. If I can secure good masters and pilots for the *Eastport*, had I not better do so? If Captain Porter has no need of the services of Lieutenant McGunnegle, had he not better be ordered here? I do not hear of any rams being built at St. Louis.

No such telegram as the one you referred to in your letter of the 19th instant was sent from this office. I distinctly stated, and afterwards saw it published, that you had gone to within three-quarters of a mile of Fort Pillow.

Remember me kindly to Phelps.

Sincerely, your friend,

A. M. PENNOCK.

Flag-Officer FOOTE.

Unofficial letter from the Secretary of the Navy to Flag-Officer Foote, U. S. Navy, requesting him to retain the position of flag-officer.

WASHINGTON, April 23, 1862.

MY DEAR SIR: In writing you a hasty unofficial note on the 21st, I mentioned that Captain Davis would be ordered to report to you; but on no account do I wish to detach you from the position you occupy. If you deem it necessary to go to Cairo, or St. Louis, you will still remain flag-officer in command, and Captain Davis will be next in command under you.

Your name and prestige I deem important, and therefore do not wish the rebels to know that you are disabled now.

At this time Captain Davis is in New York, chairman of a board on the *Stevens Battery*, but it is not anticipated he will be long detained and has already, as stated, been ordered to report to you as soon as his present labors are completed.

Let the enemy suppose that they have you to combat them.

I shall be glad to hear of your speedy recovery, and it will give me pleasure to have you write frequently and freely in all respects and to make suggestions, etc.

Very truly, yours,

GIDEON WELLES.

Flag-Officer A. H. FOOTE.

Letter from Flag-Officer Foote, U. S. Navy, to the Quartermaster-General of the Army, transmitting report of Commander Porter, U. S. Navy, urging the need of funds for completion of U. S. S. Essex.

FLAG-STEAMER BENTON,
Off Fort Pillow, April 23, 1862.

SIR: I enclose a letter just received from Commander Porter, in St. Louis, who makes application for funds immediately, as being necessary to the prompt and economical equipment and readiness of the *Essex* for sea service or to join the flotilla.

At this distance from St. Louis and Cairo, and in my state of health, which is very feeble, resulting from the great inflammation in my left foot and leg, arising from my wound at Fort Donelson, preventing my stepping on the ground for the last sixty-four days and keeping my whole system in a febrile state, with weakness and loss of appetite, greatly debilitating me, I have been unable almost to attend to the pressing duties of the flotilla here. I have therefore done comparatively nothing toward expediting the fitting out of the *Essex*, especially as Commander Porter is in communication with the War Department and has authority to fit out the rams for the flotilla; but as an increased force at the earliest possible moment is essential to us toward counteracting the large number of gunboats now nearly completed by the rebels, I hope that means may be devised to dispatch with all possible haste the completion of such gunboats to reinforce us as the Department may have directed.

Unfortunately for us a few days after our arrival here, and when General Pope and myself had made such arrangements which, humanly speaking, must have resulted in the capture of Fort Pillow, he (General Pope) was suddenly ordered to leave with his army of 20,000 men to reinforce General Halleck near Corinth. He immediately left with his army, leaving but two regiments of infantry, without proper implements for mounting guns and opening bayous to blockade the river below, while the gunboats or a part of them could be placed in a commanding position below the forts and the remaining gun and mortar boats attack the rebels above. As it is, we have been doing, although not very successfully thus far, all in our power to accomplish good results with our feeble means.

As you are aware our gunboats are not well adapted to fighting downstream, for want of steam power and other causes; while the exposed state of the river above, in case of defeat, would prove extremely disastrous. The fall of this stronghold was predicated upon the fall of Memphis or our having a large land force to cooperate with us, and now we are left without means hardly commensurate with the work we are expected to accomplish. We have not troops enough to occupy even if we take this place.

I have to-day, as well as previously, informed the Secretary of the Navy of the state of things here, and from the most reliable authority I can command the rebels have at least 6,000 men in their fortifications and eleven gunboats. The latter we keep mostly below the forts with our mortars. It is reported that the heavy ironclad steamer *Louisiana* is daily expected, with several other gunboats, from New Orleans. We are as well prepared as possible with our means for an attack,

offensive or defensive, and I shall do all in my power to secure the great object of the expedition.

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Quartermaster-General M. C. MEIGS,
Washington, D. C.

P. S.—In a picket skirmish yesterday the rebels lost 1 killed and 1 or 2 wounded; no loss on our side.

[Enclosure.]

ST. LOUIS, [Mo.], April 20, 1862.

SIR: The *Essex* will be off the dock on Tuesday next. I have only received in money a little over \$3,000, and, in consequence of delays under your order to postpone the work for a time, my expenses have increased. At the time you required my estimates, and the delay caused by the time required to furnish them, I could have purchased timber for \$27 per thousand, but in the meantime this material was bought up for private purposes, and I was therefore compelled to pay a higher price; and, besides this, the want of funds placed me completely at the mercy of the dock company, as I was compelled to take their materials very much against my own inclination.

I purchased the *Alec Scott* for the sum of \$8,500. The hull of this vessel I had examined before making the purchase. Her machinery, with some little repairs, as well as boilers, are good enough. Besides, she is fast and has a spacious hold. I expect her here next week, when I will at once get to work on her. I have already opened negotiations for another, which will be closed in a day or two. The War Department informs me the funds will be supplied here.

If you want the services of the *Essex*, funds must be at once supplied to complete her. At present we must pay for labor or stop the work; if so, she will be a serious loss to the squadron. The materials are all here. We now only want money for labor. This is indispensable. I have done all in my power to push the work, and no doubt the mental anxiety which I have undergone has retarded my recovery, but at present I am improving rapidly and am out of the hands of the doctor.

You are well aware I do not seek personal aggrandizement, but only aim to be useful to the Government, and hence, when I complain, it is not on my own account, but it is that the affairs of the vessel that I command or am attending to should progress rapidly and be made useful to the country. For myself I have nothing to ask; but for the benefit of the public service everything. Grant me only that which will add to the efficiency of the vessel, which will enable me to join the squadron at an early date and be of service, and it is all that I desire.

I have had two spies among the rebels. One has reported to me at this place; the other, by the name of Tressel, was sick at Island No. 10 when captured. I hear he is at Cairo; if so, he may be able to give you some valuable information. I sent you a tracing of Fort Pillow and its surroundings. I have a person who is getting information among the prisoners here, and will send you such information as may be of service.

Last, not least, may I again beg of you to have forwarded \$5,000 or \$6,000 at once.

I have the honor to be, most respectfully, your obedient servant,

W. D. PORTER,
Commander.

Flag-Officer ANDREW H. FOOTE.

Letter from Charles Ellet, jr., to the Secretary of War, regarding the purchase of two vessels for tenders.

PITTSBURG, [PA.], April 24, 1862.

In accordance with the authority given in your dispatch of yesterday, the committee have purchased two small and swift boats for tenders—one for \$9,000 and the other for \$11,000—also 80,000 bushels of coal in eight barges, all to be delivered by Wednesday next. The high water has caused some delay, but it is now falling rapidly and the boats in preparation here, which are too long for the locks, must be run down below the falls at an early day.

Respectfully,

CHAS ELLET, JR.

Hon. E. M. STANTON.

Letter from Charles Ellet, jr., to the Secretary of War, requesting the appointment of Alfred W. Ellet as second in command of the Ram Fleet.

PITTSBURG, April 25, 1862.

I think that your instructions of to-day, just received, will serve to secure a crew of the right stamp.

Personally, I have two points to submit to you. I would prefer not to hold a military rank unless you deem it indispensable; and in that case, even though it will be only a temporary appointment, and for a specific duty, I would much prefer that it should be a grade higher.

To command the military guard, and to stand second to myself in command of the fleet, I would ask leave to name my brother, Captain Alfred W. Ellet, of the Fifty-ninth Illinois Volunteers, now in southern Missouri, a man of dauntless energy and devoted patriotism, who will carry this enterprise through if he survives and I am disabled. It would be well, I think, if this suggestion receives your assent, in communicating the commands of the Department to Captain Ellet, to authorize him to bring a limited number of reliable men of his own selection from his regiment.

The clause in your instructions requiring the concurrence of the naval commander on the Mississippi might embarrass me much. That officer may not have confidence in my mode of warfare. My purpose has been not to remain with the gunboats, or even to show my fleet there until ready to push on, pass the battery, and drive my rams against the enemy's armed vessels and transports wherever they can be found, relying much on the suddenness and audacity of the attack for its success.

It is not my purpose, either, to stop voluntarily anywhere and give the enemy below me time to prepare, but to push on with the current and the high flood as rapidly and as far as I can go. I fear that the naval commander might not concur in the propriety of such a movement, which is not in accordance with naval usage, and that he might compel me to lie idle about some fortified position until the flood abated and the opportunity to surprise the enemy in my own way would be lost.

I trust you may think proper to reconsider this limitation of my authority, and leave me free to act on my own judgment, but of course with respectful deference to the opinions of the gallant officer in command on the Mississippi, by whose good advice I certainly shall not fail to profit.

The work on the boats here has been much retarded by the flood; but they will all be ready as soon as I can engage their crews and get their outfits aboard. I will put a captain and engineer on the *Mingo* immediately. I wish to consult each captain in the choice of the crew for his own boat.

I have no reason to doubt that the boats in preparation at the cities below will be ready as fast as I can proceed down the river from point to point and man and equip them.

Respectfully,

CHARLES ELLET, Jr.

Hon. E. M. STANTON,

Secretary of War, Washington, D. C.

[Telegram.]

WASHINGTON, April 26, 1862.

In answer to your telegram of the 25th instant I proposed the rank of colonel of the staff because I thought it important, as I still think, that you should have some legal authority to command, and I named the highest rank in my power to give without the action of the Senate, which would involve delay. If this is acceptable to you, your brother can be appointed lieutenant-colonel in the staff as your second in command, and he shall have the authority you request to take with him a limited number of reliable men from the regiment in which he is now serving. The peculiarity of the enterprise which you have undertaken induced the expression "concurrence," instead of placing you distinctly under the command of the naval commander. There ought not to be two commanders on the same element in war operations, but as the service you are engaged in is peculiar, the naval commander will be so advised and will be desired not to exercise direct control over your movements unless they shall manifestly expose the general operations on the Mississippi to some unpardonable influence, which is not, however, anticipated.

EDWIN M. STANTON,

Secretary of War.

CHARLES ELLET, Jr., Esq.

Letter from Charles Ellet, jr., to the Secretary of War accepting temporary appointment as colonel of the staff, and acknowledging assignment of Alfred W. Ellet to the Ram Fleet.

PITTSBURG, April 26, 1862.

I have received your dispatch of to-day, and think I understand your views perfectly. I will accept the temporary appointment of colonel of the staff, and thank you for placing my brother by my side with the rank you propose. Let me request that he be instructed to return immediately to St. Louis, with such limited number of officers and men as he may select to bring with him. Time is very pressing. I wish to go down the Mississippi on the present flood. Good men are scarce, but I am using every exertion to send off the *Mingoe* on Tuesday and the *Lioness* on Wednesday with the coal barges, if they are delivered.

If there is any prescribed form of agreement which should be signed by the crews of the boats, I would be glad to receive a copy of it.

An officer has just arrived with instructions from Commodore Foote to obtain information of what I am doing here, all of which I will give him.

I would communicate directly with my brother by telegraph if I knew to what officer at St. Louis to address my dispatches.

Respectfully,

CHARLES ELLET, JR.

HON. E. M. STANTON,
Secretary of War, Washington, D. C.

Letter from Lieutenant McGunagle, U. S. Navy, to Charles Ellet, jr., transmitting copy of orders to investigate and report on the work of construction going on at Cincinnati and Pittsburg.

PITTSBURG, PA., April 26, 1862.

DEAR SIR: I herewith enclose a copy of an order received from Flag-Officer Foote, in obedience to which I came to this city. I am informed that you have the entire supervision of the construction of the rams referred to. You will therefore greatly oblige me by furnishing me such information in regard to them as will enable me to comply with my order.

I am, respectfully, your obedient servant,

W. MCGUNAGLE, U. S. Navy.

CHARLES ELLET, JR. Esq.

[Telegram.]

WASHINGTON CITY, April 26, 1862—1:35 p. m.

Inform the flag-officer that two more 50-pounder Dahlgren rifles with equipment complete are ordered to Cairo, which is all that can be sent for some time.

The 30-pounders are very effective and far more safe than the 42-pounders; and the latter should at once be withdrawn from service. Captain Davis will leave here next Wednesday for Cairo.

H. A. WISE,

Assistant Inspector Ordnance.

Senior NAVAL OFFICER, *Cairo.*

Report of Flag-Officer Foote, U. S. Navy, transmitting report regarding the capture by the U. S. S. Tyler, of the Confederate steamer Alfred Robb.

FLAG-STEAMER BENTON,
Off Fort Pillow, April 26, 1862.

SIR: I have the honor to forward a report from Lieutenant Commanding Gwin, commanding the gunboat *Tyler*, of the capture of the rebel steamer *Alfred Robb*, which name I have directed Lieutenant Gwin to retain for the vessel.

I have directed Lieutenant Commanding Gwin to confer with Commander Pennock, in charge of the naval depot at Cairo, and have the boilers, etc., of the *Tyler* put in order as soon as the commanding general at Pittsburg can dispense with the services of his vessel.

Lieutenant Commanding Phelps, of this steamer, in conjunction with Colonel Fitch, commanding the two regiments left here by General Pope to cooperate with us, is examining bayous and sloughs for the purpose of finding a passage to run a number of the gunboats below Fort Pillow. Thus far they have been unsuccessful.

We are occasionally throwing mortar shells toward Fort Pillow, which replies briskly with two mortars and rifled guns. No casualty thus far has occurred to the flotilla.

Six refugees arrived from Memphis last night who represent the Union feeling to be strong in that city and rapidly increasing.

The illness and absence of my secretary, with my own state of health, I trust will excuse my imperfect reports to the Department.

I send the names and distances of places on the river, taken from a late Memphis paper, which will show that I am correct in the location of Fort Pillow, which seems to be questioned by several of the New York papers.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—The defenseless state of the river above leads me to be more cautious than I otherwise should be in the attack on Fort Pillow. Still, unless some passage is soon found to get some of the gunboats below, I may run the blockade or make an attack direct with the gun and mortar boats, although our 1,200 infantry are hardly sufficient to hold possession should we succeed in driving the rebels from their guns, who are represented as not being less than 7,000 in number.

We are replacing our rifle guns, now so unsafe, with the new rifles as they reach us, but the latter are altogether too light and of too small caliber for the work before us.

A. H. F.

[Enclosure.]

U. S. GUNBOAT TYLER,
Hamburg, Tenn., April 23, 1862.

SIR: I have the honor to inform you that on the 21st I proceeded in this vessel as high up the Tennessee River as Florence, Ala., capturing the steamer *Alfred Robb*, which has been used as a rebel transport on the upper part of the river, not having been sunk as we supposed; burning the *Dunbar*, which had been used as a gunboat previous to the fall of Fort Henry. I found the *Dunbar* some distance up Cypress Creek, which is 2 miles below Florence, Ala., sunk, the water being above her guards. It was impossible for me to raise her.

The *Robb* (80 tons) is in good running order. I would like very much to keep her with us for many reasons.

I have placed Second Master Goudy in charge of her, with 10 men as a crew, putting on board the howitzer of the *Lexington*. She will go down to Cairo this evening with dispatches, to bring back, if no other disposition shall be made of her, provisions and stores for the *Tyler* and *Lexington*.

I am happy now to inform you that the rebels have neither a boat nor gun on this river.

I captured their last gun at Florence. It is now on board of the *Lady Foote* (late *Robb*).

I learned at Florence that their bridge was destroyed by the order of General Beauregard. The inhabitants were very indignant at such a wanton destruction.

I regret to have to enclose to you a report of the engines and boilers of the *Tyler*. You will see from the report that they are in a very unsafe condition. The *Tyler* is also badly hogged, to the extent of 14 inches.

I am anxious, however, to remain here until our forces leave the vicinity of the river. Then I think one gunboat, with the *Lady Foote*, will be sufficient for the protection of our interests on the Tennessee.

The *Lexington*, Lieutenant Commanding Shirk, has been actively employed since my last report.

Trusting that you may meet with your usual success at Fort Pillow,

I am, respectfully, your obedient servant,

WM. GWIN,

Lieutenant, Comdg. Division of gunboats on Tennessee River.

Flag-Officer A. H. FOOTE, U. S. Navy,

Commanding Naval Forces on Western Waters.

P. S.—On board the *Robb* were found Joseph N. Smith, pilot; C. F. Hess, clerk; and two contrabands. One of the latter went ashore at Florence and did not return to the vessel. The other is still on board the *Lady Foote* (late *Robb*).

I have administered the oath of allegiance to Mr. Smith (pilot), and he is now employed on the vessel. The clerk I have discharged, allowing him to go to Paducah, he having taken the oath of allegiance.

[Telegram.]

WASHINGTON, *April 27, 1862.*

We have certain intelligence that New Orleans has been captured. There appears to be no doubt of the fact. Commodore Farragut has orders to push up immediately to Memphis and join Commodore Foote without waiting at New Orleans. You should lose no time in starting your fleet to the same point. Our squadron was at New Orleans two days ago, Sunday, 8 o'clock p. m.

EDWIN M. STANTON,
Secretary of War.

CHARLES ELLET, Jr.

[Telegram.]

PITTSBURG, *April 27, 1862.*

By order of the honorable Secretary of War, I request the following instructions to be sent to Captain A. W. Ellet, of the Fifty-ninth Illinois Volunteers.

Proceed with all possible expedition to St. Louis. Bring with you not exceeding 6 officers of a grade not higher than first lieutenant, and not exceeding 50 privates, all to be volunteers, reliable men, to engage in a hazardous expedition down the Mississippi River, under my command.

The number of men is less important than great expedition and reliable courage in the few selected. Bring good men or none. Lose no time but join me quickly.

CHARLES ELLET, Jr.,
Colonel, etc.

Brigadier-General SCHOFIELD,
Commanding U. S. Forces in Missouri.

Letter from Charles Ellet, jr., to Lieutenant McGunnegle, U. S. Navy, regarding the status of the Ram Fleet, and progress in its preparation.

PITTSBURG, *April 27, 1862.*

DEAR SIR: The following brief account of my proceedings in the preparation of extempore steam rams will, I think, enable you to respond to the enquiries contained in Commodore Foote's letter of instructions to you.

I was instructed by the Secretary of War, March 27, to proceed immediately and with the greatest expedition to Pittsburg, Cincinnati, and New Albany, and select and prepare the most suitable steamboats I could find, in the least possible time, to act as steam rams to meet the rebel gunboats and rams on the Mississippi River, the honorable Secretary expressing the hope that not more than twenty days would be consumed in getting them ready for service.

In response to that order, I selected three of the strongest and swiftest stern-wheel coal towboats at Pittsburg, of which the average dimensions are about 170 feet in length, 30 feet beam, and over 5 feet hold.

At Cincinnati I selected two side-wheel boats, of which the largest is 180 feet long, 37½ feet beam in the widest part, and 8 feet hold.

At New Albany I secured a boat of about the same length, but rather less beam; and subsequently I selected another at Cincinnati of about the same class as the last, and sent her to Madison to be fitted up.

The work was distributed among these four cities by order of the honorable Secretary of War, for the purpose of obtaining command of mechanics and materials without the risk of producing delay by overdrawing upon the resources of any one place. I have thus in hand, at this time, seven rams, besides two very small stern-wheel towboats, for tenders, which I am strengthening up so that they also may, in an emergency, be used as rams. In addition to these steamers I have in preparation three large coal barges, bearing high bulkheads of oak, under which my steamers may be very much sheltered from the enemy's fire.

The preparation of these steamboats for the purpose of converting them into rams consists simply in running three heavy, solid, timber bulkheads, from 12 to 16 inches thick, fore and aft from stem to stern, placing the central one directly over the keelson; in bracing these bulkheads one against the other, and the outer ones against the hull of the boat, and all against the deck and floor timbers, and staying the hull from side to side by iron rods and screw bolts; in fact, making the whole weight of the boat add its momentum to that of the central bulkhead at the moment of collision. In addition, the boilers and machinery are held by iron stays in all directions, the pilot house protected against musketry, and the engines and boilers shielded by 2 feet thickness of oak timbers, well bolted together.

The intention is to endeavor to surprise the enemy's vessels, and aided by the current of the Mississippi, run these rams into them and, if possible, sink them.

The boats are not large, but they are made very strong in one direction, and are quite swift, and will assuredly make their way through the hull of any ordinary transport or gunboat they may chance to hit fairly.

The boats here are all well advanced, and some of them will be sent below early this week lest they may be caught by low water.

I am not able to state the precise condition of those below, but I think they can be got ready for service in a few days after I reach the points where the work is in progress.

I trust that I have given you all the information needed to enable you to respond to the enquiries of Commodore Foote's letter of instructions to you.

Respectfully, yours,

CHARLES ELLET, Jr.,
Civil Engineer.

Lieutenant W. MCGUNNIGLE, U. S. Navy.

[Telegram.]

PITTSBURG, April 28, 1862.

Each day brings dispatches from the Secretary of War urging me to press forward my boats. Will you tell Mr. Jeffrey and Mr. Shields to spare no exertions to complete those in their charge with the greatest possible expedition?

I shall start two from here to-morrow morning, the others Wednesday, and will myself leave for Cincinnati Wednesday.

CHARLES ELLET, Jr.

JOSEPH C. BUTLER, Esq.,
Cincinnati.

[Telegram.]

WAR DEPARTMENT, April 28, 1862.

The steam rams constructed by Colonel Charles Ellet at Pittsburg and Cincinnati are reported to be completed. The *Mingoe* starts from Pittsburg to-morrow noon; the *Lioness* in the evening; the *Sampson* will start Wednesday. Two others are at Cincinnati and one at New Albany. They are under command of Colonel Ellet, specially assigned to that duty. He will be subject to the orders of Commodore Foote, and will join him immediately. Lieutenant-Colonel Ellet, now in Arkansas, has been detailed to join his brother as second in command. I hope this arrangement will be acceptable to you.

EDWIN M. STANTON.

Major-General HALLECK,
Pittsburg Landing.

[Telegram.]

PITTSBURG, PA., April 28, 1862.

Your several dispatches have been received and acted upon. No efforts are spared to get the gunboats underway. The *Mingoe* will leave to-morrow noon, the *Lioness* to-morrow evening; both with coal barges. The *Samson*, I think, will start Wednesday. The tender *Dick Fulton* can overtake the tows before they reach Louisville. The other tender will wait for the sheltering barge, but I think will come up in time. Will the Department supply the clerk who is to act as paymaster, or shall the committee appoint one? Can arrangements be made to enable the wives of the men to draw a part of their pay if they should be detained below? This I find to be important. I will instruct my brother to meet me at Cairo. He will assuredly come rapidly.

CHAS. ELLET, Jr.

Hon. E. M. STANTON,
Secretary of War.

Instructions from the Secretary of the Navy to flag-officers regarding enlistment of contrabands.

NAVY DEPARTMENT, April 30, 1862.

SIR: The approach of the hot and sickly season upon the Southern coast of the United States renders it imperative that every precaution should be used by the officers commanding vessels to continue the ex-

cellent sanitary condition of their crews. The large number of persons known as "contrabands" flocking to the protection of the United States flag affords an opportunity to provide in every department of the ship, especially for boats' crews, acclimated labor. The flag-officers are required to obtain the services of these persons for the country by enlisting them freely in the Navy, with their consent, rating them as boys at \$8, \$9, or \$10 per month and one ration. Let a monthly return be made of the number of this class of persons employed on each vessel under your command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer C. H. DAVIS, U. S. Navy,

Letter from Commander Walke, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, desiring the return of boats borrowed at New Madrid by Major-General Pope, U. S. Army.

U. S. GUNBOAT CARONDELET,
Above Fort Pillow, May 3, 1862.

DEAR SIR: On the 5th of April, while we were at New Madrid, General Pope wrote a note to me, requesting the use of our boats to enable him to get the steamboats through the slough into the Mississippi River at that point. I immediately sent him the two large boats belonging to this vessel. I have ever since applied in vain to General Pope—through some of his generals and through the flag-officer and Captain Phelps—to have the boats returned. I succeeded in having one of the boats brought down from No. 10 a few days ago, badly used, minus oars, gratings, stern sheets, etc.; and yesterday the pilot whom you sent me says that the *Aleck Scott* had her boat stolen by the prisoners who were on board of her at New Madrid, and that an army officer gave her (from his description) our largest and best boat. I have no doubt that the *Scott* has our boat, as she can not be found, and that the Government has purchased her a second time.

If you can have her returned to this vessel, please let me know, or, if necessary, I will require another.

Yours, very respectfully,

HENRY WALKE,
Commander, U. S. Navy.

Commander A. M. PENNOCK, U. S. Navy,
Commanding at Cairo, Ill.

Report of Captain Maynadier, U. S. Army, commanding mortar fleet, regarding expenditure of ammunition.

U. S. S. JUDGE TORRENCE,
Near Fort Pillow, May 3, 1862.

SIR: I respectfully transmit herewith a report of the number of shells fired from the 13-inch mortars during the month of April. The quantity of powder used is about 19,000 pounds.

All the mortars and boats are in good condition except one (No. 12), which leaks badly and is unserviceable. This boat was injured

at Cairo by being run into by a towboat and has never been as tight and dry as the others.

Very respectfully, your obedient servant,

HENRY E. MAYNADIER,

Captain, Tenth Infantry, Commanding Mortars.

Flag-Officer A. H. FOOTE,

Commanding Naval Forces on the Western Waters.

[Endorsement.]

Respectfully forwarded. Captain Maynadier has done all in his power to render the mortar firing effective, and we have reliable information that the enemy has suffered considerably from it and been forced to move his encampments to the slope of the hills upon the Hatchee River, and has also had his commissary stores injured. How far the works have been damaged we are not able to determine.

A. H. FOOTE,
Flag-Officer.

[Enclosure.]

Table showing the number of shells fired from the 13-inch mortars of the Western Flotilla from April 1 to April 30, 1862.

Day of month.	Place.	Boat 38.	Boat 11.	Boat 23.	Boat 5.	Boat 7.	Boat 12.	Boat 28.	Boat 30.	Boat 36.	Boat 35.	Boat 27.	Total each day.	Remarks.
1.....	Island No. 10..	6	6	...	...	...	...	...	...	...	...	...	12	Island [No. 1] 10 surrendered.
2.....	do	...	...	11	19	...	...	...	...	...	...	...	30	
3.....	do	3	14	3	...	...	17	...	...	...	...	...	40	
4.....	do	...	...	3	...	...	...	...	...	...	...	...	16	
5.....	do	...	...	...	...	19	...	...	...	...	...	...	19	
6.....	do	14	...	...	...	...	...	...	...	...	...	...	14	
7.....	do	5	9	...	...	...	...	...	...	...	...	...	14	
8.....	do.*	...	...	...	...	...	...	...	...	...	...	...	...	
14.....	Fort Pillow...	17	...	...	...	...	14	5	9	12	9	14	80	Very stormy with high wind.
15.....	do	...	...	...	...	...	48	...	...	...	...	...	48	
16.....	do.†	...	...	...	...	...	...	...	...	...	...	...	...	
17.....	do	...	...	...	...	...	13	...	...	10	16	8	47	Rain and wind.
18.....	do	11	...	...	...	...	10	...	...	...	...	6	27	
19.....	do.†	...	...	...	...	...	...	...	...	...	...	...	...	
20.....	do	...	...	...	...	...	...	...	...	9	...	...	9	
21.....	do	...	...	...	...	...	...	...	...	12	...	...	12	
22.....	do	...	...	...	...	...	...	...	...	29	...	...	29	
23.....	do	...	...	...	...	...	38	...	...	...	...	...	38	
24.....	do	...	...	...	...	...	50	...	...	...	...	...	50	
25.....	do	...	...	...	...	...	10	...	...	...	...	...	10	
26.....	do	...	...	...	...	...	45	...	...	...	...	...	45	
27.....	do	...	...	...	...	...	39	...	...	...	...	...	39	
28.....	do	...	...	...	...	...	46	...	...	...	...	...	46	
29.....	do	...	...	...	...	...	...	...	...	21	...	...	21	
30.....	do	...	...	...	...	...	...	...	...	30	...	...	30	
Total.		...	...	...	...	...	...	...	...	...	...	...	676	

*No firing until April 14.

†None fired.

Report of Commander Porter, U. S. Navy, transmitting description of dome gunboat.

St. Louis, Mo., May 6, 1862.

SIR: I have the honor to forward to the Department drawings* of a plan for a dome gunboat and ram. The dome is the plan of Mr. Rumbold, the architect for the city of St. Louis. This gentleman is a

* Drawings omitted. They are outline drawings in elevation and plan and are filed with Officer's Letters, vol. 236, p. 22.—COMPILER.

true and loyal citizen, and stands high as an architect and gentleman. He proposes to put on a war vessel an iron dome of peculiar construction. He has already carried out his plan of dome on the courthouse at this place.

The hull of the vessel is after the plan of the *Essex*, and has been fully and practically tested, as at Fort Henry nine solid shot struck the vessel at the water line and only one penetrated the outer hull, or sponson, and did not cause a leak.

Mr. Rumbold, at my suggestion, has not shown any propelling apparatus, from the fact that these mechanical arrangements are so numerous that they have become mere matters of taste. The vessels, as drawn, are calculated for shallow water, and on this subject I will endeavor to give briefly information [such] as I have collected out here calculated for these waters.

There are three modes of propulsion, namely, first, side wheels; second, stern wheels; third, center wheel or ferryboat. The objection to the center wheel is want of speed.

The stern-wheel boats are used as towboats and have great power and speed, but are difficult to manage in the current and head winds, besides their pitman, or crank, as well as wheel, can not be protected from shot. The side-wheel boats have sufficient speed for any practical mercantile purposes, and are mostly used as passenger and freight boats; they are easily handled in winds and currents, and their wheels can be sufficiently protected from shot. So far propellers are not in use on this river, nor do I think them practicable, for the following reasons: Propellers must be accommodated to the shoalest depth of water, and for a large portion of the year the depth does not exceed, in many places, in the Mississippi, Ohio, Missouri, Tennessee, and Cumberland rivers 6 feet, and hence this small diameter of propeller for steamers of large size is useless to obtain speed. There are other objections to the use of propellers on these Western waters—the snags, rafts, and the immense amount of floating timber, would, in a short time, break any number of propellers. This was tested in the small tugs lately built for the squadron, for, in about three weeks, they were all rendered for a time useless, in consequence of the loss of their propellers; besides the sand in the water cuts away rapidly the journals under water. I am, therefore, of the opinion that propellers can not be made serviceable in Western waters, for, if they could, the shrewd Western river men would have had them in use. Mr. Rumbold in his plan has put a wedge-formed metallic prow, but this can be modified, and any other shape adopted that may be deemed best.

The iron dome can be made of any thickness, with or without india rubber, as the dome itself is elastic. The minutiae of the plan can only be explained by Mr. Rumbold in person. I respectfully think the plan has merit, and recommend it to the consideration of the Department. I had adopted portions of it before I became acquainted with Mr. Rumbold, but I think he has made them as perfect as any modern war vessel can be.

I have the honor to be, most respectfully, your obedient servant,
W. D. PORTER, *Commander.*

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

ST. LOUIS, Mo., *May 6, 1862.*

DEAR SIR: In accordance with your desire, I send you elevations of two gunboats with round decks, on which are placed revolving war domes, also the detail of framing of dome, mail coating of deck, and sides of boat. In making these designs it has been my study to present no perpendicular sides to the enemy, nor straight inclined planes above deck. In this plan the casemate is dispensed with, and the machinery, etc., is placed below deck, thus doing away with a great deal of weight and expense, besides making the boat more invulnerable. The sides of the boat will be divided with bulkheads and made perfectly water-tight; therefore, should they be pierced by an enemy, which will be difficult to do, that compartment alone will be filled with water. This will be done with the bottom also. Should you or the Government adopt this plan, I shall be happy to wait on you further.

Respectfully, your obedient servant,

WM. RUMBOLD.

Commander W. D. PORTER,
St. Louis, Mo.

[Endorsement.]

The revolving war domes are on a similar principal to the turret in use. The wheel and screw for propulsion, etc., are subjects on which people differ; the descriptions are not clear; no specifications.

J. L.

MAY 16, 1862.

[Telegram.]

NAVY DEPARTMENT, *May 7, 1862.*

On the arrival of Captain Davis you can consult your own feelings as to your residence, but you will not be detached from your command at present. I trust you will soon be able to follow the flag you have so faithfully served.

GIDEON WELLES.

Flag-Officer A. H. FOOTE, U. S. Navy,
Fort Pillow, Tenn.

*Report of Commander Winslow, U. S. Navy, announcing arrival at
Cairo for duty in Western Flotilla.*

CAIRO, *May 8, 1862.*

SIR: I have this day reported, in obedience to the order of the Department to proceed to Cairo and report to Flag-Officer Foote or senior naval officer present, for duty in the U. S. naval flotilla, Western waters.

Very respectfully, your obedient servant,

J. A. WINSLOW,
Commander and Senior Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Captain Davis, U. S. Navy, announcing arrival for duty under Flag-Officer Foote, U. S. Navy.

FLAGSHIP BENTON,
Off Fort Pillow, Mississippi River, May 9, 1862.

SIR: I have the honor to inform the Department that I have this day reported to Flag-Officer A. H. Foote for duty, in obedience to its orders of April 22.

Very respectfully, your most obedient servant,

C. H. DAVIS,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

Respectfully forwarded.

A. H. FOOTE,
Flag-Officer.

[Telegram.]

WASHINGTON, May 9, 1862.

The Secretary says you must go to Cleveland forthwith for your health.

JOSEPH SMITH.

Commander A. H. FOOTE.

Report of Flag-Officer Foote, U. S. Navy, of intended departure for Cleveland, Ohio, to recruit his health.

FLAG-STEAMER BENTON,
Off Fort Pillow, May 9, 1862.

SIR: Captain C. H. Davis reported this day for such duties as I may assign.

I shall avail myself of the permission of the Department to visit Cleveland for my health, and I have the honor to transmit herewith a copy of my letter of instructions to Captain Davis, in which I have assigned to him the duty of flag-officer during my absence.

Very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—I have communicated very freely on the circumstances and present situation of the flotilla with Captain Davis, and upon the general organization of the squadron, and the information he has thus obtained, added to the detailed knowledge of the business of the squadron possessed by Lieutenant Commanding Phelps, will be sufficient for his guidance.

A. H. FOOTE,
Flag-Officer.

[Enclosure.]

FLAG-STEAMER BENTON,
Off Fort Pillow, May 9, 1862.

SIR: In consequence of the state of my health, arising from the wound I received at Fort Donelson, the Secretary of the Navy has directed you to report to me for the purpose of performing such duties as the circumstances of the flotilla require.

By authority of the Secretary of the Navy, and the advice of a board of surgeons, I leave the flotilla this day temporarily for the purpose of recruiting my health in Cleveland, Ohio, and you will be pleased, during my absence, to perform all the duties of flag-officer, and as such, and being hereby invested with flag-officer's authority, all officers and others attached to and connected with this flotilla will obey your orders and act under your instructions.

I am, respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Commodore CHARLES H. DAVIS, U. S. Navy,
Comdg. (pro tem.) U. S. Naval Forces, Western Waters.

[Telegram.]

CAIRO, ILL., May 10, 1862.
 (Received at 6:20 p. m.).

I left Commodore Davis temporarily in charge of the flotilla yesterday evening. Matters there look very satisfactory for a favorable result in four or five days. I am, excessively weak, but shall try to reach Cincinnati in a few days and from there proceed to Cleveland, where I hope to recruit so that in the course of two weeks I shall be able to return to my command.

A. H. FOOTE,
Flag-Officer, Commanding, Western Waters.

Hon. GIDEON WELLES,
Secretary Navy.

Letter from the Assistant Secretary of the Navy to I. G. Gaylord, esq., placing with him an order for a new ironclad.

NAVY DEPARTMENT, May 10, 1862.

The board of examiners having reported favorably upon your proposal for an ironclad boat for the Western waters, I am directed by the Secretary to inform you that you are the successful bidder for one vessel to be completed in 170 days from the 20th of May.

Very respectfully,

G. V. FOX.

I. G. GAYLORD,
Cincinnati, Ohio.

Letter from the Assistant Secretary of the Navy to James B. Eads, esq., placing with him an order for two new ironclads.

NAVY DEPARTMENT, May 10, 1862.

The board of examiners having reported favorably upon your proposals for ironclad boats for the Western waters, I am directed by the Secretary to inform you that you are the successful bidder for two vessels to be completed in 170 days from the 20th of May.

Very respectfully,

G. V. Fox.

JAMES B. EADS, *St. Louis.*

Letter from the Assistant Secretary of the Navy to G. B. Allen, and Gaty, McCune & Co., placing an order for an ironclad.

NAVY DEPARTMENT, May 10, 1862.

The board of examiners having reported favorably upon your proposal for an ironclad boat for the Western waters, I am directed by the Secretary to inform you that you are the successful bidder for one vessel to be completed in 190 days from the 20th of May.

Very respectfully,

G. V. Fox.

G. B. ALLEN AND GATY, MCCUNE & CO.,
St. Louis.

Letter from Colonel Ellet, commanding Ram Fleet, to commanding army officer at Paducah, Ky., requesting a detail of officers and men for his command.

MADISON, IND., May 10, 1862.

SIR: I am authorized by the honorable Secretary of War, in dispatch of the 25th of April, which I enclose for your inspection, to make a requisition on the commander of any United States military post for a limited number of volunteer troops and a limited number of officers not exceeding the rank of first lieutenant, as a guard to a special expedition down the Mississippi River, which the honorable Secretary has placed under my command.

I have instructed Captain (now Lieutenant-Colonel) Ellet, my second in command, to call on you with the honorable Secretary's dispatch, containing my authority to do so, to request you to give him the opportunity to select from your command such officers of the grade specified, not exceeding six lieutenants and seventy-five men, as may be willing to volunteer to accompany an expedition deemed extra hazardous, and whom Lieutenant-Colonel Ellet may be willing to accept.

Time is most important for the success of the enterprise, and I therefore solicit such prompt cooperation as you can afford.

Your obedient servant,

CHARLES ELLET, Jr.

COMMANDER OF THE UNITED STATES FORCES AT PADUCAH.

Duplicate at Cairo.

Report of Commander Dove, U. S. Navy, of honors paid to Flag-Officer Foote, and condition of affairs in vicinity of Hickman, Ky.

U. S. GUNBOAT LOUISVILLE,
Hickman, Ky., May 10, 1862.

SIR: I have just taken leave of our late beloved commander-in-chief, Flag-Officer Foote, to whom I paid the customary honors of three cheers and a parting salute of 15 guns.

In conversation with him he told me that it was your intention to order this vessel down the river.

I beg leave to say that the presence of a gunboat here is of vast importance.

The country around is infested with rebel cavalry, variously estimated at from 1,500 to 2,500 men, who are only kept in check by us, and are anxiously waiting to make a dash into the town, overpower the small force, carry off or destroy the public property, and commit depredations on the well-disposed portion of the people who have returned to their allegiance and lawful pursuits.

General Quinby has his headquarters at Columbus. He visits the different posts of his command frequently in the steamer *Rob Roy*, and I am in frequent communication with him. He is now organizing an expedition by which he hopes to clean the country between this and the Tennessee River of these marauders. It would be best to have a vessel here in case of a reverse, and I know from my consultations with him that he calculates largely on the presence of a gunboat for support.

Flag-Officer Foote directed me to write to you at once and inform you of these matters, so as to anticipate any order you may have in view.

I informed Lieutenant-Colonel Hogg, commanding this post, of the conversation between us, and he thinks it of such importance as not to wait and report it to General Quinby, but to write you a special letter on the subject, so as, if possible, to prevent any alterations of the present plans.

I am happy to take this occasion to report the vessel in good condition and the men in excellent health.

Very respectfully, your obedient servant,

BENJAMIN M. DOVE,
Commander.

Flag-Officer CHAS. H. DAVIS,
Commanding U. S. Naval Forces, Western Waters.

Letter from Lieutenant-Colonel Hogg, U. S. Army, to Flag-Officer Davis, U. S. Navy, regarding affairs in vicinity of Hickman, Ky.

HEADQUARTERS U. S. FORCES,
Hickman, Ky., May 9, 1862.

I beg leave to respectfully submit some considerations showing the propriety of the gunboat *Louisville*, Captain Dove, being permitted to remain at this point.

There is a heavy cavalry force of the enemy in the interior country not far from this point. It is difficult to ascertain whether this force

is supported by infantry and artillery, the reports on the subject being conflicting. General Quinby is organizing against them, and I am expecting every moment that he will be here with a part of the troops for the expedition.

Our forces here are so weak that if the general takes the troops he intends we will have left only two companies of infantry and two field pieces to garrison the point.

I know that it is General Quinby's desire that this point should be in such a situation that our force may retire upon it if that should become necessary. Without the *Louisville* I am satisfied that General Quinby has not the force at his disposal both to garrison this point and make the contemplated expedition.

I have the honor to be, respectfully, your obedient servant,

HARVEY HOGG.

Flag-Officer CHARLES H. DAVIS,
Commanding U. S. Naval Forces, Western Waters.

Order of Captain Davis, U. S. Navy, to Commander Dove, U. S. Navy, commanding U. S. S. Louisville, to report for duty.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 11, 1862.

SIR: I have received your letter of the 10th instant.

I fully appreciate the importance of all you say, but under the circumstances (which I have explained to Colonel Hogg) it will be necessary for you to join me immediately on the receipt of this order.

Very respectfully, your obedient servant,

C. H. DAVIS,
Captain, Commanding Western Flotilla, Mississippi River.

Commander B. M. DOVE, U. S. Navy,
Commanding Gunboat Louisville, Hickman, Ky.

Report of Commander Pennock, U. S. Navy, regarding fitting out of hospital boat, with enclosures regarding affairs in Tennessee River.

U. S. NAVAL DEPOT,
Cairo, May 10, 1862.

SIR: The flag-officer left at 4 p. m. on the *De Soto* for Louisville.

In accordance with his instructions, communicated to me through Lieutenant Commanding Phelps, I shall direct Quartermaster Wise to proceed with all possible dispatch to St. Louis to procure a good, comfortable steamer, to be fitted up as a hospital boat, with surgeon, steward, etc., complete.

I enclose two communications, received this day, from Lieutenant Commanding Gwin, commanding gunboat *Tyler*. By directions of Flag-Officer Foote I shall write to him, directing him to remain in the river until further orders or until he receives the sanction of the

commanding general to depart for this place, as there is no other gunboat to take the place of the *Tyler*.

I am, very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

Commodore CHAS. H. DAVIS,
Commanding Flotilla, Western Waters.

[Enclosure.]

U. S. GUNBOAT TYLER,
Pittsburg, Tenn., May 8, 1862.

SIR: I have the honor to acknowledge the receipt of your letter, dated "Off Fort Pillow, April 26," enclosing the letter of the Secretary of the Navy, commendatory of the part taken by the *Tyler* and *Lexington* at the battle fought at Pittsburg Landing on the 6th of April.

The letter was read, as directed, on board of both the *Tyler* and *Lexington* in presence of the officers and crew, all of whom were much gratified with its contents, and I am sure it will stimulate them to still greater exertions toward the suppression of this unholy rebellion.

I have received the following information from a man by the name of John Roberts, who left Memphis on the 3d instant: Hollins' fleet is composed of *Lizzie Simmons*, 10 guns; *Ivy*, 5 guns; *Pontchartrain*, 6 guns; *General Price*, 5 or 6 guns; *J. P. Whan*, 5 guns; *Jackson*, 8 heavy guns, and *Baltic*, 8 guns.

All of the infantry have left Fort Pillow, leaving but the artillerymen. The rebel gunboats have a protection of railroad iron about their machinery, and also their bows are protected from the water line up, extending aft 10 feet. The guns all exposed with the exception of the *Jackson*, whose pivot guns, one forward and one aft, only are exposed.

Three uncompleted gunboats have been taken up the Yazoo River to Yazoo City. One gunboat at Memphis on the stocks, half completed.

Gunboats said to have been captured or destroyed by our squadron at New Orleans: *Hercules*, *Milledon*, *Whitney*, and seven or eight others, names unknown.

I enclose for your consideration a communication from the commanding general.

Very respectfully, your obedient servant,

WM. GWIN,
*Lieutenant, Commanding Division
of Gunboats on Tennessee River.*

Flag-Officer A. H. FOOTE, U. S. Navy,
Commanding Naval Flotilla.

[Subenclosure.]

HEADQUARTERS DEPARTMENT OF THE MISSISSIPPI,
Monterey, May 8, 1862.

SIR: In reply to your communication of this day, delivered by Lieutenant Martin, I am directed by the general commanding to say that he thinks the *Tyler* should not leave the Tennessee River till some other boat is sent to replace her.

Very respectfully, your obedient servant,

J. C. KELTON,
Assistant Adjutant-General.

Lieutenant Wm. GWIN,
Commanding Division of Gunboats on Tennessee River.

Order of Captain Davis, U. S. Navy, to Commander Winslow, U. S. Navy, to proceed to special duty at St. Louis, Mo.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 12, 1862.

SIR: You will proceed to St. Louis to assist Commander Porter in superintending and expediting the construction and outfit of the rams building at that place.

I enjoin it upon Commander Porter and yourself to use all possible haste in the prosecution of this service. You are aware of its necessity and to the degree to which the public service would be promoted if those rams were now here.

Very respectfully, your obedient servant,

C. H. DAVIS,
Captain, Commanding Western Flotilla, Mississippi River.

Commander J. A. WINSLOW, U. S. Navy.

Letter from Captain Davis, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding the equipment of hospital boat Red Rover.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 12, 1862.

SIR: I have received your letter in relation to the preparations and equipment of the captured steamer *Red Rover* as a hospital boat for the flotilla.

You have pursued the most judicious course, and I am very much obliged to Mr. Wise for his activity in forwarding this branch of the public service.

I am much obliged to you for your congratulations. The letter book has been received. I send you by to-day's mail Flag-Officer Foote's keys, also General Villepigue's letter, together with a blank acting appointment, for which Flag-Officer Foote asked.

Very respectfully, etc.,

C. H. DAVIS,

Captain, Commanding Western Flotilla, Mississippi River.

Commander A. M. PENNOCK, U. S. Navy,
Cairo, Ill.

*Reports of Fleet Captain Pennock, U. S. Navy, regarding affairs at
Cairo, Ill.*

U. S. NAVAL DEPOT,

Cairo, May 12—11 o'clock p. m.

SIR: Captain Stembel has arrived and is easy. I have him on board the wharf boat.

As soon as I received information that the bell boat was needed, I placed a crew on board in charge of an officer, and I shall dispatch her immediately.

She has on board provisions for five days. Should this be insufficient, please give an order on the quartermaster's clerk on board the steamer *J. H. Dickey*.

The engine which is used in hauling out boats on the ways at Mound City is still partly submerged, and I fear it will cause a delay of a day or two in having the *Mound City* hauled out. I have sent for the proprietor, and will leave nothing undone to have her hauled out immediately. Your dispatches arrived just in time to be sent off in the midnight mail.

In haste, very respectfully, your obedient servant,

A. M. PENNOCK,

Commander and Fleet Captain.

Commodore CHARLES H. DAVIS,
Commanding Flotilla, Western Waters.

U. S. NAVAL DEPOT,

Cairo, May 12, 1862.

SIR: I enclose herewith a copy of the testimony against Gunner Adams, which was handed me by the flag-officer.

* * * * *

The *Mound City* has arrived. She will be hauled out to-night, and, by working at her day and night, I hope to have her ready for service in four days.

A bolt in the mud drum of the steamer *B* needs replacing, and I am informed by the engineer in chief that it will be necessary to detain her until to-morrow.

I am happy to be able to state that Captain Stembel is doing very well.

I am, very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

Commodore CHAS. H. DAVIS,
Commanding Flotilla, Western Waters.

P. S.—Upon examination it was found that the injuries to the *Mound City* were much greater than it was supposed. I have received a verbal communication from Lieutenant Commanding Gwin that the river is falling fast, and in the course of ten or fifteen days he will be unable to leave it. I have directed him to inform the commanding general of the fact.

A. M. PENNOCK.

Report of Lieutenant Gwin, U. S. Navy, regarding affairs in Tennessee River.

U. S. GUNBOAT TYLER,
Pittsburg, Tenn., May 12, 1862.

SIR: I have the honor to inform you that since my last report the *Tyler* and *Lexington* have been actively employed, cruising up and down the river, from Chickasaw, Ala., to the mouth, making Pittsburg our headquarters. Nothing of interest has occurred.

I am possessed of no official or reliable information regarding the movements of our forces near Corinth.

I send, for your approval, an appointment as master's mate, which I respectfully request you will approve, a vacancy existing on board.

Robert Wilkinson has been a quartermaster on board of this vessel, and has distinguished himself by his coolness and bravery more than once since I have been in command.

Very respectfully, your obedient servant,

WM. GWIN,
Lieutenant, Commanding Division of Gunboats on Tennessee River.

Commodore C. H. DAVIS, U. S. Navy,
Commanding Gunboat Flotilla.

[Telegram.]

WASHINGTON, May 12, 1862.

A telegram from Commodore Foote indicates great anxiety for the immediate descent of your rams. How soon will you be ready to start?

P. H. WATSON,
Assistant Secretary of War.

Colonel CHARLES ELLET, Jr.

Letter from Colonel Fitch, U. S. Army, to Flag-Officer Davis, U. S. Navy, regarding refugees.

HEADQUARTERS ON BOARD STEAMBOAT H. VON PHUL,
Second Brigade, Third Division, May 13, 1862.

SIR: I send you 4 men brought in this evening by my pickets representing themselves as refugees from Memphis, having left there on Saturday. I as yet see no reason to doubt their statements. I send them to you for such information as you may be able to obtain from them and for a passage up the river.

Respectfully, your obedient servant,

G. N. FITCH,
Colonel, Commanding Brigade.

Flag-Officer DAVIS,
Commanding Flotilla.

[Telegram.]

MONTEREY, *May 13, 1862.*

We have reliable information that nearly all the rebel troops have been withdrawn from Fort Pillow and Memphis, very small garrisons only being left at each place. Is it not possible to prepare the gunboats with cotton or hay bulwarks and run past the enemy's works to Memphis? He has a large fleet of river boats there, but no formidable gunboats. By doing this you would cut off the enemy's supplies from Arkansas and open a direct communication with the army of General Curtis.

H. W. HALLECK,
Major-General.

Flag-Officer FOOTE.

Order of Flag-Officer Davis, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding measures for the preservation of the U. S. S. Cincinnati.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 13, 1862.

SIR: It is of the last importance that the *Champion*, with her pumps, or the bell boat, should be here at the earliest possible moment. The river is falling rapidly, and the preservation of the *Cincinnati*, which is lying at the bank, depends upon having the means of freeing her from water at once.

It will be necessary for you to take the most active steps in this matter. Any responsibility you may assume in doing so will receive my sanction and support.

Very respectfully, your obedient servant,

C. H. DAVIS,
Commanding Western Flotilla, Mississippi River.

Commander A. M. PENNOCK, U. S. Navy,
Cairo, Ill.

Letter from Flag-Officer Davis, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, urging progress on the U. S. steamers Mound City and Eastport.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 14, 1862.

SIR: Your several dispatches have been received. I will give immediate attention to the case of Gunner Adams, and send you the result to-morrow.

I return herewith the appointment of Master's Mate Wilkinson approved.

I thank you for your dispatch in the case of the bell boat; she has arrived.

I rely with confidence upon your doing all in your power to hasten the repairs of the *Mound City*, and to advance the progress of the *Eastport*. With the latter vessel the squadron should be prepared for any emergency.

Present my warmest regards to Captain Stembel. I am delighted to hear he is doing well, and now feel no further anxiety about him. He is a gallant fellow.

Very respectfully, your most obedient servant,

C. H. DAVIS,
Flag-Officer, Commanding U. S. Naval Forces,
Western Waters.

Commander A. M. PENNOCK, U. S. Navy,
Commanding U. S. Naval Depot, Cairo, Ill.

[Telegram.]

NEW ALBANY, May 15, 1862.

Five of my boats ought to reach Cairo by to-morrow morning. These five are of the smaller class, and will be taken down to Fort Wright without delay by my second in command, Lieutenant-Colonel Ellet, and be held there ready to take part in any movement against the enemy. The sixth will overtake the fleet on the Mississippi. The seventh and most powerful boat will not be more than twelve hours behind. The eighth will leave Madison to-day, and ought to reach Fort Wright by Sunday, and I hope to be on board. The ninth and last will leave here Sunday morning, and report at Fort Wright.

The arms ordered by me have not been received. Please send a dispatch to Lieutenant-Colonel Ellet at Cairo authorizing him to make a requisition on the commander at that port, or any other source of supply not too distant, for 300 navy revolvers and 300 breech-loading or other short rifles to use between decks.

If no surgeon is appointed for the fleet, please authorize Lieutenant-Colonel Ellet to engage Dr. James Roberts, of Carbondale, Ill., who is well recommended and willing to serve. But my rams shall not be detained for want of arms or doctors.

CHARLES ELLET, Jr.

Hon. P. H. WATSON,
Assistant Secretary of War.

[Telegram.]

WAR DEPARTMENT, *May 15, 1862.*

You are authorized to make a requisition on the officer commanding at Cairo, or any other officer within reach who can supply you, for 300 navy revolvers and 300 breech-loading or other short rifles or carbines, to use on vessels between decks where long guns can not be conveniently handled. You are also authorized to engage Dr. James Robarts, of Carbondale, Ill., as surgeon to the fleet.

EDWIN M. STANTON,
Secretary of War.

Lieutenant-Colonel ELLET, *Cairo, Ill.*

Personal letter from Quartermaster-General Meigs, U. S. Army, to Flag-Officer Foote, U. S. Navy, referring to Quartermaster Wise, of the gunboat flotilla.

QUARTERMASTER-GENERAL'S OFFICE,
Washington City, May 16, 1862.

MY DEAR COMMODORE: I am glad to have received your note testifying to the zeal and fidelity of Captain G. D. Wise, quartermaster of the gunboat flotilla. This is a very responsible and laborious position I know. He is mistaken in supposing that I censured him. I wrote and telegraphed to him that I found the service suffering for want of money, the appropriations exhausted, and owing to his having failed to send in the regular reports called for by the regulations, this office [was] without the knowledge necessary to enable it to make up such estimates and statements for Congress as would guide that body in making appropriations.

This statement of facts carried its own weight with it.

The great importance of the subject compelled me to call his attention to the failure.

Regretting that your wound should have compelled you to leave the flotilla, built up by your exertions and led to victory and to most important results for the country by your skill and valor, before its work was all completed by a junction with the fleet from below, but congratulating you upon the successes you were allowed to obtain and upon the love and admiration which you have secured from all true Americans,

I am, very truly and sincerely, your friend and servant,

M. C. MEIGS,
Quartermaster.

Commodore A. H. FOOTE,
Cleveland, Ohio.

Order of Flag-Officer Davis, U. S. Navy, to Lieutenant Wilson, U. S. Navy, to assume command of U. S. S. Great Western.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 16, 1862.

SIR: You will proceed to the flotilla to take command of the ordnance steamer *Great Western*.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.
Lieutenant BYRON WILSON, U. S. Navy,
Cairo, Ill.

Letter from Colonel Fitch, U. S. Army, to Flag-Officer Davis, U. S. Navy, regarding refugees.

ON BOARD STEAMBOAT HENRY VON PHUL,
May 17, 1862.

SIR: The captains of your transports running to Cairo object to transporting persons upon my passes and your tugs refuse to take them from here. I send you eighteen refugees this morning to be disposed of as you think proper. With them I send you A. H. Rowe, who represents himself as a machinist, and John Alexander, as a blacksmith. I understand they wish employment. Of Mr. Rowe you can obtain some important information about the enemy's gunboats building at Memphis.

If transportation is refused them, and your tugs refuse to take them over, I will be obliged to exclude them from my lines.

Very respectfully, your obedient servant,

G. N. FITCH,
Colonel, Commanding Brigade.

Captain DAVIS,
Commanding Flotilla.

Letter from Colonel Fitch, U. S. Army, to Flag-Officer Davis, U. S. Navy, regarding an examination of Forked Deer River.

STEAMER VON PHUL, May 17, 1862.

DEAR SIR: The small stern-wheel boat I sent up Forked Deer River last evening has returned, her captain reporting the current up that river so swift he was apprehensive his boat could not be managed on her return. It is absolutely necessary to examine again, at this stage of the water, and immediately, that river and the approaches by it to the bluff. Will you be so kind as to furnish a tug to the bearer, Captain Schermerhorn, for that purpose? The captain has guides and an armed party with him and is prepared to start now.

Very respectfully,

G. N. FITCH,
Colonel, Commanding Brigade.

Captain DAVIS, U. S. Navy,
Commanding Flotilla.

Order of Captain Davis, U. S. Navy, to Lieutenant McGunnegle, U. S. Navy.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 18, 1862.

SIR: You are hereby ordered to take command of the gunboat *St. Louis*.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.
Lieutenant Commanding MCGUNNEGLE, U. S. NAVY,
Mississippi River.

Order of the Secretary of the Navy to Naval Constructor Hartt, U. S. Navy, to proceed to St. Louis for duty in connection with construction of ironclads.

NAVY DEPARTMENT, *May 19, 1862.*

Proceed to St. Louis and report to Captain J. B. Hull, and under his instructions superintend the building of the ironclad gunboats on the Western waters in all matters appertaining to the hull, cladding, equipment, and accommodations. It will be your duty to see that these vessels are built in conformity with the specifications and contracts, and the assistant inspectors of hulls will be under your immediate control. You will certify the bills for payment under the contract before submitting them to the captain superintending.

With the steam machinery and parts connected therewith you will have nothing to do, but your certificate and that of the superintending engineer must not, in the aggregate, exceed the amount of the separate payments named in the contracts.

I am, respectfully,

GIDEON WELLES.

EDWD. HARTT,

Naval Constructor, New York.

Report of Lieutenant Gwin, U. S. Navy, enclosing letter from Major-General Halleck, U. S. Army, regarding affairs in Tennessee River.

U. S. GUNBOAT TYLER,
Pittsburg, Tenn., May 20, 1862.

SIR: Enclosed you will find a copy of a communication, received from General Halleck on the 17th instant in answer to one addressed to him by me. The *Tyler* and *Lexington* will have to leave the river in two or three days.

Without further orders, both vessels will report at Cairo. Something definite must certainly take place at Corinth in a few days. Yesterday skirmishing took place all along the lines; to-day skirmishing on our center. A general engagement may take place any moment. I send, for your approval, an appointment as master's mate, there being a vacancy on board of this vessel.

.Very respectfully, your obedient servant,

WM. GWIN,

Lieutenant, Comdg. Division of Gunboats, Tennessee River.

Captain CHARLES H. DAVIS,

Commanding Naval Flotilla, Western Waters.

[Enclosure.]

HEADQUARTERS DEPARTMENT OF THE MISSISSIPPI,
Camp on Corinth Road, May 17, 1862.

CAPTAIN: When you deem it absolutely necessary to fall down the river, you will of course do so, but I wish you to remain as long as you deem it safe.

I think the *Robb* should be fitted up to render us all the assistance possible on the river.

A few days more will decide the question of the possession of Corinth.

Yours, truly,

H. W. HALLECK,
Major-General.

Captain WM. GWIN,
Commanding Gunboats, etc.

Letter from the Secretary of the Navy to Flag-Officer Davis, U. S. Navy, regarding progress on the ram fleet.

NAVY DEPARTMENT, May 20, 1862.

SIR: Your communication of the 12th instant was received, in which you state that the rams constructing under the direction of the War Department would, if finished, be of great service. I am informed that all that can be done to hurry up the rams has been. It is hoped that they may soon be ready for service.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain CHAS. H. DAVIS,
Commanding (*pro tem.*) Western Flotilla, Cairo, Ill.

Report of Commander Walke, U. S. Navy, regarding damage to three guns of the U. S. S. Carondelet.

U. S. GUNBOAT CARONDELET,
Above Fort Pillow, May 21, 1862.

SIR: I would respectfully inform you that three of the guns of this vessel have been damaged. One rifled gun, by long firing in most of the engagements of the flotilla, is so worn and scaled in her chamber that she is considered unsafe for firing. Two 32-pounders have been struck by shot, one on the reinforce by a 64-pounder, the other by a 32-pounder on the trunnion. I will take one of the *Cairo's* 42-pounder rifled guns the first opportunity, as directed. I would like to have another gun in place of one of the 32-pounders, at least, as soon as you can make it convenient.

Enclosed is the chief engineer's report.

Very respectfully, your obedient servant,

H. WALKE,
Commander, U. S. Navy.

Commodore C. H. DAVIS,
Commanding U. S. Naval Flotilla.

Letter from Flag-Officer Davis, U. S. Navy, to Brigadier-General Ketchum, U. S. Army, transmitting copies of correspondence regarding infected condition of certain exchanged prisoners.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 22, 1862.

GENERAL: I have the honor to transmit to you copies of a correspondence between General Villepigue and myself in relation to some of the prisoners recently passed through his lines by your order.

The subject may possibly be revived hereafter when it will be convenient for you to know the manner in which it has been treated; at present it possesses no importance.

I have the honor to be, general,

Very respectfully, your most obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Brigadier-General W. SCOTT KETCHUM,

Headquarters, Department Mississippi, St. Louis, Mo.

[Enclosures.]

U. S. FLAG-STEAMER BENTON,

Off Fort Pillow, May 18, 1862.

GENERAL: The steamer *Kennett* arrived here to-day with a number of prisoners who are to be landed within your lines in compliance with an agreement between Generals Price and Curtis for the exchange of prisoners.

An official [copy] of this agreement and also a copy of Major-General Halleck's instructions to General Ketchum in reference to this subject are herewith enclosed.

I have now the honor, general, to request that you will be pleased to remove these prisoners from the steamer *Kennett* and give me a receipt for them on the list which will be handed to you for that purpose.

I am, very respectfully, your most obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Brigadier-General JNO. B. VILLEPIGUE,

Commanding Headquarters, Fort Pillow, Tenn.

HEADQUARTERS,

Fort Pillow, Tenn., May 20, 1862.

CAPTAIN: On yesterday evening, while temporarily absent from my headquarters, the second in command, Colonel A. Jackson, jr., through inadvertance or carelessness, received at this post 202 confederate prisoners of war, just from an infected prison at Alton, Ill., with two cases of smallpox among them, in exchange for the same number of United States prisoners, turned over to your authorities some time ago, free from infection. While I do not presume that you are in any way responsible for so barbarous an act as sending released prisoners to communicate to my command the loathsome and infectious disease of smallpox, I demand that your Government disown the act by receiving these prisoners back into its lines and caring for them until every symptom of the infection has disappeared from their midst.

I am, captain, with high respect, your obedient servant,

JNO. B. VILLEPIGUE,

Brigadier-General, Commanding.

Captain C. H. DAVIS,

Commanding Western Flotilla, Mississippi River.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 21, 1862.

GENERAL: Your letter of the 20th instant has been received.

I have not a sufficient knowledge of the circumstances of the case, as, for example, the condition of the building at Alton, Ill., in which the prisoners referred to have been confined, the health of the prisoners at the period of their release, or the possible change of health they may have undergone on their way to this place, to render it worth while for me to enter into the details of the subject.

In order, however, to remove any grounds of complaint, and to make a suitable provision for an unexpected emergency, I propose that a temporary neutral hospital be established for the benefit of the prisoners suffering from smallpox.

The place for this hospital may be determined by Captain Dove, the bearer of this letter, acting for me, and such officer as you may designate on your part.

I am, general, very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.,
Brigadier-General JNO. B. VILLEPIGUE,
Commanding Headquarters, Fort Pillow, Tenn.

HEADQUARTERS,
Fort Pillow, Tenn., May 21, 1862.

COMMODORE: I construe your reply to my demand of yesterday's date to be a refusal to take back the persons who were sent here on the 19th instant from an infected prison under a flag of truce. As it would be exposing the three persons upon whom the disease has actually broken out to unnecessary risk and exposure to again remove them, I will decline doing so.

I am, commodore, very respectfully, your obedient servant,

JNO. B. VILLEPIGUE,
Brigadier-General, Commanding.
Commodore C. H. DAVIS,
Commanding Western Flotilla, Mississippi River.

HEADQUARTERS U. S. FORCES,
Near Fort Pillow, May 21, 1862.

COMMODORE: If, as was undoubtedly the case, these prisoners referred to in the communication you have just received from Fort Pillow were in apparent good health at the time of their release from Alton, Ill., no intentional wrong can be chargeable against the Government of the United States or its agents. The mere fact that an infectious disease broke out among them while on their way to the place designated for transfer to the Confederate authorities can certainly furnish no ground for complaint. If the smallpox does exist at the Alton Government prison, used exclusively for the confine-

ment of Confederate prisoners, it was probably introduced there by them, and it is all that can be justly claimed by the Federal Government that prisoners, when starting for their destination, should be free from disease.

I am, commodore, very respectfully, your obedient servant,
I. F. QUINBY,

Brig. Gen. Volunteers, Comdg. District of the Mississippi.

Commodore CHAS. H. DAVIS,

Flag-Officer, Western Flotilla, Mississippi River.

Report of Fleet Captain Pennock, U. S. Navy, regarding condition of U. S. S. Cincinnati, and enclosing report of Lieutenant Gwin, regarding affairs in Tennessee River.

U. S. NAVAL DEPOT,
Cairo, May 21, 1862.

SIR: In obedience to your instructions requiring me to report the extent of damage sustained by the *Cincinnati*, and the detention consequent in making repairs of the same, I beg leave to report that she received a severe blow abaft the iron plating on her starboard quarter, which broke the tops of the head timbers for about 14 feet. She also received two blows on the stern, one on each side of the rudder, which did considerable damage.

The work of taking out the crushed timbers consumes more time than it will require to put the new ones in place.

The bulkheads in the hold are down, and the greater portion of her stores, furniture, etc., is ruined, and she will require a new outfit.

I am of the opinion that it will require two weeks constant work to put her in readiness for service.

I enclose communication received from Lieutenants Commanding Gwin and Shirk.

I respectfully request that if these boats are obliged to leave the Tennessee River that they may (if they can be spared from the flotilla) be allowed to remain on this station for the protection of public property along the shore from here to Mound City, and to go up the Ohio, Mississippi, and Tennessee rivers whenever it may be required.

In accordance with the suggestion of General Halleck, in his letter of May 17, I shall prepare the *Robb* so as to protect her pilot house, etc., against rifle shots from the shore.

I am, very respectfully, your obedient servant,

A. M. PENNOCK,

Commander and Fleet Captain.

Commodore CHAS. H. DAVIS,

Commanding U. S. Naval Forces on Western Waters.

[Enclosure.]

U. S. GUNBOAT TYLER,
Off Pittsburg, Tenn., May 22, 1862.

SIR: I have the honor to inform you that I, this morning, received a telegraphic dispatch from General Halleck, of which the following is a copy:

CAMP ON CORINTH ROAD,
Pittsburg Landing, May 22, 1862.

Under existing circumstances it will be necessary to retain the gunboats at Pittsburg and Hamburg. If the water falls so much as to prevent their going down the river, we can remove their coal and armament and buoy them over the shoals.

H. W. HALLECK.

Captain GWIN.

Nothing definite as yet in regard to Corinth; skirmishing every day resulting favorably to us. It is reported that General Sherman captured two rebel batteries yesterday; our loss 25 killed and wounded; rebel loss unknown. It is believed that a general engagement will take place to-day or to-morrow.

Very respectfully, your obedient servant,

WM. GWIN,
Lieutenant, Comdg. Division of Gunboats on Tennessee River.
 Captain CHAS. H. DAVIS,
Captain, Commanding U. S. Naval Forces, Western Waters.

Instructions from Captain Davis, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding general matters.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 22, 1862.

SIR: I have received yours of the 21st and its enclosures.

The damage to the *Cincinnati* proves to be more serious than I supposed. When the *Tyler* and *Lexington* arrive at Cairo you will send them both here. Enclosed is an order to that effect. The *Conestoga* will be kept stationed between Hickman and Columbus, with headquarters at Columbus, subject to your call at Cairo, whenever an emergency may arise requiring her presence there. One of the other gunboats will be sent to Cairo as soon as she can be spared.

Your fitting up the *Robb* was all right.

The resignation of Mr. Lovejoy reached me in due time, but is not accepted without a medical survey, which you will order for the purpose.

I mentioned to you in a preceding letter that I could not accept any resignations or grant any leaves of absence; please say so to Lieutenant Hoel. It is my request that none be forwarded to me hereafter except in cases which, in your judgment, may involve the immediate safety of the parties concerned.

Please [do] not forget the ice by the mail boat. One short ton each day till the *Red Rover* comes down.

Very respectfully, your obedient servant,

C. H. DAVIS,
*Flag-Officer, Commanding U. S. Naval Forces,
 Western Waters.*

Commander A. M. PENNOCK, U. S. Navy,
Cairo, Ill.

Letter from Colonel Fitch, U. S. Army, to Flag-Officer Davis, U. S. Navy, requesting the use of a tug for a feint up Forked Deer River.

ON BOARD HENRY VON PHUL, May 22, 1862.

SIR: Please let the bearer, Captain Schermerhorn, have the use of the tug *Spitfire* or such tug as has the mounted howitzer on it.

It is to be used as a feint up the Forked Deer River.

I remain, very respectfully yours,

G. N. FITCH,
Colonel, Commanding Brigade.

Captain DAVIS,
Commanding Flotilla.

Letter from Captain Maynadier, U. S. Army, to Flag-Officer Davis, U. S. Navy, regarding mortar shell.

U. S. S. JUDGE TORRENCE, May 22, 1862.

SIR: The number of XIII-inch shell on hand is now about 2,500, and as about 1,000 more can be stowed on this steamboat, I would respectfully request that the transports running between Cairo and the fleet be directed to bring down about one hundred shells each trip until a thousand are delivered.

Very respectfully, your obedient servant,

HENRY E. MAYNADIER,
Captain Tenth Infantry, Commanding Mortars.

Captain C. H. DAVIS,
Commanding Western Flotilla.

Order of Flag-Officer Davis, U. S. Navy, to Lieutenant Hall, U. S. Navy, to assume command of the U. S. S. Cincinnati.

U. S. FLAG-STEAMER BENTON,
Off Fort Pillow, May 23, 1862.

SIR: You are hereby directed to take command of the gunboat *Cincinnati*, and will report accordingly to Captain Pennock.

Very respectfully, your obedient servant,

C. H. DAVIS,
*Flag-Officer, Commanding U. S. Naval Forces,
Western Waters.*

Lieutenant-Commanding J. P. HALL, U. S. Navy,
Cairo, Ill.

[Telegram.]

MAY 23, [1862]—11:15 a. m.

Your letter of 20th received. Please be more definite in respect to the number and class of guns you require. State precisely if you

want regular navy pivot or truck carriages. Forward also deck plan for turret of new ram, unless you can make your own carriages.

A. A. HARWOOD.

Captain W. D. PORTER, U. S. Navy,
St. Louis.

Memorandum.

The mode of protecting the forward and after parts of the gunboats, adopted by the *Carondelet*, is recommended to the captains of the other gunboats, except Captain [Egbert] Thompson, who has already made the *Pittsburg* secure.

The flagship will furnish the requisition material, and the iron-work will be done on board the *Swallow*, on application to the fleet captain.

Very respectfully, your obedient servant,

CHAS. H. DAVIS,
Flag-Officer, Commanding Mississippi Flotilla.

To the Captains of the Flotilla Mississippi River:

Hereafter in making signals, when the cornet is hoisted at the fore, it will indicate that the signal is telegraphic, and the number to be found in the boat signal book.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Western Flotilla.

OFF FORT PILLOW, May 24, 1862.

Letter from Quartermaster Wise, U. S. Army, of the gunboat flotilla, to Flag-Officer Foote, U. S. Navy, regarding the work of construction at St. Louis.

ST. LOUIS, May 25, 1862.

MY DEAR COMMODORE: Your brother's letter of May 19, with one from General Meigs, which I return, were forwarded to me at this place. I never questioned the propriety of General Meigs requiring of me the usual monthly and quarterly returns and which, however, take an immense amount of labor and a large clerical force. As to the information which he speaks of in his letter to you, I could have any time furnished him with that, and which was sent within three days after being called for. The letter which you so kindly signed for me before leaving Cairo was hurriedly written, principally by Captain Pennock, and was intended to have testified on your part that I had done my duty. Everything is going on very well with me and the quartermaster's department, and I shall soon fill all their requirements. General Meigs has sent me all the money I want. The crews of all the gunboats have been paid off, as well as most of our other indebtedness, and trusting in Providence and your good

luck, the gunboat flotilla will arrive to a successful conclusion. I am in St. Louis preparing the *Red Rover* for a hospital for our sick and wounded. The Sanitary Commission have rendered me valuable advice and aid, and the *Red Rover* will have every requisite for the purpose [for which] she is intended. I hope to take her in about eight days to Cairo.

Captain Winslow is here, having been ordered by Commander Davis to assist Captain Porter and expedite matters in relation to the rams. The latter vessels will not be ready in less than two months, and Captain Winslow, who came out here for active duty, is not well pleased at thus being placed on the retired list, expecting to have had command either of the *St. Louis* or *Cincinnati*, both of which vessels have been deprived of their commanders without a prospect of their returning for the remainder of the war. Captain Winslow hopes that you will not go East, but remain with your brother until your health is sufficiently restored to resume your command. As long as you remain in Cleveland we feel that you are yet our dear flag-officer, only away for a short time, but if you go to New York we fear they won't let you come back. These are probably selfish considerations on our part, but we sincerely hope your health may be able to gratify us in them.

I am paying off the bills of the *Essex* to the extent of the means placed at my disposal by General Meigs. I think she will cost near \$40,000, twice the amount allowed by you to Captain Porter for her repairs and alterations. Notwithstanding this, she will be a very efficient gunboat, and her new arrangements, I think, will make her superior to any boat we have. She appears to me to present no vulnerable point to an enemy. Her pilot house is a part of the vessel and only projects $3\frac{1}{2}$ feet above the decks. The casemates are high and she has two decks, the upper forming apartments for officers. The upper deck is arched and well protected, but will not afford a foothold to walk on except along the center.

Porter has a large force at work on her and hopes to be ready in two weeks, which I doubt. If General Meigs had an idea of the cost of building the rams which Porter also has in hand I think he would be somewhat astonished, as new ones could be built sooner and better than altering these old steamboats. It grieves me to see such a waste of public money, but I have no control over the matter, and Major Allen pays all the bills. General Meigs has also called my attention lately to the express charges for bringing heavy ordnance from Washington to Cairo. I answered his letter, saying that the guns were sent by orders from Washington, the reasons for which I have not been informed, and all I could do was to certify that they did not exceed the usual charges of the express company. Heavy ordnance has been sent to us by express which has not been used for months after its arrival. Notwithstanding all this, our gunboat flotilla has not cost, including the building of the gunboats, \$3,000,000 to this date. When we look at the results it has accomplished, the money has been well laid out, and if we balance it by the destruction and capture of the enemy's property we shall be largely in pocket. I suppose you are kept well informed of what is going on at the fleet. I do not think the rebels will try it again, although it must be confessed they had their own way for a time, but, like all their successes, they are never able to follow them up. They are not good for a 4-mile race. It was fortu-

nate I had sent down the day before the fight a steamboat with a powerful pump, with which I designed to raise the rebel boat, the *Grampus*. This boat rendered efficient aid, I hear, to the *Mound City* and *Cincinnati*. I had sent this boat down without any orders. I am very sorry that Sanford's promotion could not pass the Senate, and hope something can be done for him. * * *

Hoping to hear good accounts of yourself, I am, as ever, yours, truly and respectfully,

GEO. D. WISE.

Flag-Officer A. H. FOOTE, U. S. Navy,
Cleveland, Ohio.

My thanks to your brother for his letter.

GEO. D. WISE.

Report of Lieutenant-Colonel Ellet, second in command of Ram Fleet, regarding arrival at Cairo and readiness for cooperation.

U. S. RAM LIONESS, May 26, 1862.

Permit me to report to you the following, viz:

That, pursuant to your orders, I left New Albany on Tuesday morning, the 13th instant, for Cairo, stopping, as you directed, at Carbondale, Ill., to engage Dr. James Robarts as surgeon for the fleet. Arrived at Cairo Wednesday evening about 6 o'clock and reported immediately to General Strong, commanding the post, who at once took me over to the naval wharf boat and introduced me to the naval commander, Captain Pennock. These gentlemen expressed to me their very great apprehension for the safety of our gunboat fleet in the Mississippi under command of Commodore Davis, and their sense of the very great importance that your fleet of rams, or any part thereof, should be sent forward immediately to reinforce the gunboat squadron. Captain Pennock urged me to telegraph to you without delay to send forward one, two, or three rams, or as many as could be used, finished or unfinished, to the support of Commodore Davis. And for this purpose, with General Strong's assistance, to obtain me possession of the telegraph, I labored until 4 o'clock the next day before I could finally get a message through. I did not receive your reply informing me that the fleet of three rams and one tender had left New Albany for Cairo until Thursday night. On Friday morning the boats arrived and were reported to me by their respective captains. Your telegram, authorizing me to take command and proceed immediately to the gunboat fleet, I received on Friday morning, the 16th instant. I had not yet received the force from the commander of the post that my requisition called for to guard the boats, owing to causes unnecessary to mention in this report. I found upon taking command of the boats that many things were wanted, absolutely necessary to obtain, before the boats could proceed farther. After many difficulties and detentions I was finally enabled, with General Strong's assistance, to get 3 lieutenants and 48 men, who volunteered from the Sixty-third Regiment Illinois Volunteers, to accompany the expedition. I also obtained all the additional supplies that I could without further detention. Telegraphed to Dr. James Robarts to join me immediately, which he did by first train. Drew what arms I could

get at Cairo, all of which were entirely unsuited to my purpose, and some of which it is my impression are condemned arms; took on board such medical stores as the doctor could hastily collect, and, although by no means prepared, left Cairo on Sunday morning as you ordered, "ready or not ready," and arrived here at the gunboat flotilla on the same evening of the 18th instant. I immediately reported to Commodore Davis, as you directed, and offered the services of myself and fleet to aid him in the event of his again being attacked by the enemy. He proposed to confer with me upon the following day upon the proper mode for my cooperation, and offered to send for me for that purpose, but I heard nothing more from him until the evening of the 20th instant, when a lieutenant came, purporting to be from Commodore Davis, presenting the commodore's compliments, stating that the enemy had sent up a flag of truce, and a request that I would drop my fleet of rams downstream, so as to make a demonstration for their benefit, as he wished them to know that he had received reinforcements. I replied by at once complying with his request, all the fleet of six boats getting underway very quickly and passing down and through his line of battle, rounded upstream, and returned to our landing. Since which I have called once more upon the commodore without receiving any instruction from him, and again tendered my services and boats for any enterprise that he might choose to think us fitted for, offering, if he proposed, to run the blockade, to take the advance or follow his lead whichever he might prefer, since which I have heard nothing further from him.

All of which is most respectfully submitted.

ALFRED W. ELLET,
Lieutenant-Colonel.

Colonel CHARLES ELLET, Jr.,
Commanding Ram Fleet.

Letter from Lieutenant Phelps, U. S. Navy, to Flag-Officer Foote, U. S. Navy, regarding measures of protection for the gunboats against rams.

U. S. FLAG-SHIP BENTON,
Off Fort Pillow, May 28, 1862.

MY DEAR SIR: * * * All the gunboats are being secured as far as possible against rams by putting railroad iron about the bows and sterns and slinging logs about the sides. This vessel is being secured extensively. I have had three bars of railroad iron secured between and along the fantails so as to prevent cutting there, and the two runs have been secured by heavy frames enclosing rudders and ironed with railroad iron. Along the casemate where the iron is light, I have had one-half-inch plates flanged and firmly bolted to increase the strength of the angle at that vulnerable point. If we have time to secure the bows with three-quarter-inch plates already here, we will be able to split any boat that hits us there.

The *Pittsburg* is undergoing repairs about the boilers.

General Quinby, after bringing his force down here and beginning operations, concluded by closer observation that his people were unequal to the task, and he has returned till he can get more men. He

and his officers condemned Colonel Fitch's plans, and seemed to think that the colonel, by his careless reconnaissance, had exposed the plans and rendered them impossible of execution. The general seems to have gone away without imparting much of his future designs to the colonel, who, in consequence, and because the commander and general seemed to coincide in views, is in a towering rage, we are told. He has not been seen for several days. Colonel Ellet is here now with some half dozen rams. I am exceedingly glad no naval officers were asked for to take those same rams. They serve to count as it is, and if we can get among the rebel fleet and by our fire prevent the use of their guns, these rams might be of service in sinking the rebel craft, which, on account of their being so stuffed with cotton, is a difficult thing to accomplish with shot alone. * * *

Respectfully and very truly, yours,

S. L. PHELPS.

Flag-Officer A. H. FOOTE, U. S. Navy,
Cleveland, Ohio.

Personal letter from Flag-Officer Foote, U. S. Navy, to Captain Davis, U. S. Navy, regarding matters of general interest.

CLEVELAND, May 28, 1862.

MY DEAR DAVIS: Your kind note of 26th instant just received. I am not feeling as well yesterday and to-day, but I hope there are still some favorable symptoms. I shall not wait to lay aside my crutches before I rejoin you, but return as soon as my general health will warrant it, as I am nervously anxious to resume my duties, and I presume that you are getting tired of the flotilla.

I hope you may receive the vote of thanks with all my heart. I would lobby for you if in Washington, and will here do all in my power if the way can be suggested. Of late years I have had no friends, but dear old Commodore Smith, in Washington. I hope that you, with a land force, and Farragut below, will take Fort Pillow and your vote of thanks would be received beyond a peradventure.

Winslow seems rather disappointed, as I hear indirectly, in not getting a command. You will find some blank appointments signed by me if you want to make appointments.

My wife reciprocates your kind wishes, and she is my nurse.

I ride occasionally about these beautiful drives. Jared Sparks and his wife, your strong friends, have called on me and enquired particularly after you and said that they would take my good account and high estimate of you to Mrs. Davis.

I want to see the Navy bill pass, and you made an admiral. I never expect anything from it, as my Western service will cripple me for my few remaining years.

I hope that all goes on well with you, and I earnestly hope that you will be and feel compensated for coming to my relief. I have in conversation and addresses said that I had named you as being the best qualified officer in the service to take command of the gunboats in my absence. Do drop me a line when you are at leisure, as in you and the command I feel the deepest interest, and it is my earnest

desire, as I was instrumental in your coming out, that you should have your interest promoted substantially by it.

I feel rather blue to-day and hope that you will excuse my chirography and composition. I hope to-morrow to rally and go on improving.

The panic of Washington being in danger is passing away. I trust that God will soon enable us to crush this wicked rebellion. To Phelps and all friends kindly remember me, and believe me ever your devoted friend.

A. H. FOOTE.

Porter writes me that he wants an officer to command one of his vessels. Will you write him in St. Louis?

Letter from Flag-Officer Foote, U. S. Navy, to Captain Davis, U. S. Navy, referring to unjust criticisms on the inaction of the flotilla.

CLEVELAND, May 30, 1862.

MY DEAR DAVIS: I have just noticed in the Cincinnati Commercial, a communication from a correspondent who is taking "a dry land view" of the operations of our flotilla, which severely criticises you for your inaction.

It is not surprising that those upon terra firma should make some mistakes, nor that they should be impatient under our delays. But they should remember that if you expose that flotilla needlessly, though you may by it acquire reputation, you will needlessly expose the possession of the great Mississippi and all its wonderful tributaries as well as all the magnificent cities on their banks.

I am under great obligations to you for stepping in and taking my place on the flotilla, and enabling me to dictate this from a quiet bed and home, while you assume the hardship and dangers, and you raise yourself in my estimation by looking to the great interest of the country, instead of mere reputation in thus discharging your duties.

I know you well enough to be satisfied that you will do and dare all that a good and honest judgment will dictate, and you may rest assured that a discerning public will come to the same conclusion.

You are at liberty to make such use of this, either with the Department or the public, as you deem best.

Very truly, yours,

A. H. FOOTE.

P. S.—The criticism upon your course in the management of the flotilla applies equally to mine as to yours, since I inaugurated and had pursued it some three or four weeks previous to your joining us.

A. H. F.

Report of Fleet Captain Pennock, U. S. Navy, regarding the condition of the hospital boat Red Rover.

U. S. NAVAL DEPOT,
Cairo, May 31, 1862.

SIR: I have received a telegram and letter from Captain Wise stating that the *Red Rover* will be down next week. Upon examina-

tion her hull was found to be defective and the work has been much delayed on account of the repairs necessary to put it in good order.

I inclose a dispatch which I received to-day, confirming the news of yesterday.

I am, very respectfully, your obedient servant,

A. M. PENNOCK,

Commandant and Fleet Captain.

Flag-Officer C. H. DAVIS,

Commanding Naval Forces, Western Waters.

Report of Commander Porter, U. S. Navy, commanding U. S. S. Essex, announcing the readiness of that vessel for service.

U. S. GUNBOAT ESSEX, May 31, 1862.

SIR: The *Essex*, under my command, will soon be ready to join the fleet, and as Commander Winslow will be fully informed on all matters relating to the construction of the gunboats, and as my health is completely restored, I will join the squadron as early as possible.

Very respectfully, your obedient servant,

W. D. PORTER.

Captain C. H. DAVIS.

My orders are to repair the *Essex* and join the fleet as speedily as possible.

W. D. P.

Report of Captain Davis, U. S. Navy, referring to the approach of Federal gunboats up the river.

U. S. FLAG-STEAMER BENTON,

Off Fort Pillow, June 1, 1862.

SIR: Numerous deserters have come in during the last week, all of whom agree in representing that great dissatisfaction exists in the enemy's camp in consequence of bad and insufficient food and want of pay, and, moreover, that the common people are disaffected.

It appears from the latest and best information I have that the state of things in and near Fort Pillow has undergone no important change. I am in frequent communication with General Quinby, who will join me as soon as he is reinforced.

I have made arrangements for communicating with our gunboats coming up the river as soon as possible. If, as I believe, they have already passed Vicksburg, the period of our junction can not be very far off.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,

Captain, Commanding Western Flotilla, Mississippi River.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Colonel Fitch, U. S. Army, to Captain Davis, U. S. Navy, regarding the shipment of cotton.

HEADQUARTERS VON PHUL, June 1, 1862.

SIR: I send, per *Hattie Gilmore*, 37 bales cotton, belonging to Mr. Taylor, which are to be shipped up the river. You will please make the necessary arrangements to have it shipped on the first boat going up the river.

The room occupied by the cotton we very much need.

By shipping the cotton you will very much oblige,

Yours, respectfully,

G. N. FITCH,

Colonel, Commanding Brigade.

Flag-Officer DAVIS.

Report of Fleet Captain Pennock, U. S. Navy, regarding general matters.

U. S. NAVAL DEPOT,

Cairo, June 1, 1862.

SIR: The *Cincinnati* has her planking on again, and an attempt was made yesterday to take her off the ways, but, on account of their having settled, it was unsuccessful.

Another trial was made to-day, which was attended with partial success, and I hope to have her at Cairo by this evening.

She will be dispatched as soon as possible after getting on board her stores, ammunition, etc.

I enclose you a letter received to-day from the provost-marshal.

The *Hattie Gilmore*, I am informed, is employed by the Army and is lying near Fort Pillow. The amount of goods on board of her belonging to the United States amounts to about \$2,000. So I am informed by the provost-marshal.

With reference to the goods sent down by the *De Soto*, I recollect a Mr. J. W. S. Johnson presented himself here with a pass from Colonel Fitch and a few articles directed to the care [of the] colonel, and which, as an act of courtesy to him (the colonel), I permitted to be sent down. He again presented himself here with a quantity of stores, too many, in my opinion, for private use, which he said were for Mr. Taylor, and as he had no authority from the commanding officer of the post for shipping them I declined to permit them to go down.

Yesterday again he brought on board a quantity of bale rope and bagging, and when questioned by me in regard to his authority for so doing he replied that he had no pass from the provost-marshal, but a pass from Colonel Fitch. Had I permitted it to pass it would have interfered with the requirements of the commanding general of this post.

Two barrels of molasses and 5 barrels of sugar were brought up to-day in the *B*. My attention was called to it by the captain of the *B*, who informed me that there was a person on board who claimed to

have charge of it, whom I questioned in regard to it. He informed me that he was formerly an officer in the Army and that the articles had been placed under his charge to dispose of for the benefit of the owners. I considered it my duty to inform the provost-marshal of the fact, and on the articles being landed he took possession of them.

The provost-marshal informs me that he has reason to believe that many of the so-called refugees who are sent up here are disloyal. One of them, who came up yesterday, refused to take the oath of allegiance, and he was sent up under guard to St. Louis.

As passes are frequently given at the various posts on the river to persons to come up and return in the dispatch boats belonging to the naval service, I herewith inclose you a copy of an order of the general commanding district of Cairo.

With regard to the paying off the crew of the *Benton*, Paymaster Dunn informs me that until the arrival of Mr. Henriques, or until he has access to his books and papers, no accounts can be closed, as he has no data by which he can be guided.

The plan of the gun and upper deck of the *Eastport* will be sent to you as soon as possible.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Commandant and Fleet Captain.

Flag-Officer C. H. DAVIS,
Commanding U. S. Naval Forces, Western Waters.

Report of Naval Constructor Hartt, U. S. Navy, announcing arrival at St. Louis for duty.

ST. LOUIS, MO., June 2, 1862.

SIR: I have the honor to inform the Department that, in obedience to its orders of 19th May, I have arrived at this place and have assumed the "superintendence of the building of the ironclad gunboats on the Western waters;" but have not reported to Capt. J. B. Hull, as directed, from the fact that he has not yet arrived in this city.

I am, sir, very respectfully, your obedient servant,

EDWARD HARTT,
Naval Constructor.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Brigadier-General Quinby, U. S. Army, to Captain Davis, U. S. Navy, forwarding copy of instructions from Major-General Halleck regarding construction of railroad between Columbus and Corinth.

HEADQUARTERS DISTRICT OF THE MISSISSIPPI,
Columbus, Ky., June 3, 1862.

COMMODORE: In view of the great events now transpiring in our distracted country, I deemed it best to wait a short time before reply-

ing to your favor of the 31st ultimo, in order that we might have positive results to guide us in forming our plans of operations.

My great fear is that the evacuation of Corinth, though perhaps a necessity forced on the rebels by the strategy of General Halleck, will result in the precipitating of their whole strength on General McClellan at Richmond.

Yesterday afternoon the following dispatch was received from General Halleck:

HALLECK'S HEADQUARTERS, *May 31, 1862.*

Brigadier-General QUINBY: You will immediately commence a report of the repair of the railroad from Columbus to Union City and thence to Humboldt.

Leave in the river batteries force enough to man guns and use all others for securing and repairing the railroad. The War Department will immediately furnish you locomotives and cars and a competent railroad engineer to superintend road. Push forward a sufficient force to protect yourself from any movement of the enemy from Grand Junction. You will receive a reinforcement of several regiments from Kansas, perhaps some from Indiana. Inform me immediately what you can do.

H. W. HALLECK,
Major-General, etc.

You will see from this that the intention is to open the railroad communication between this place and Corinth.

I hope to accomplish this in a short time, and, when done, there will be no difficulty in throwing a strong land force in the rear of Fort Pillow to cooperate with you in reducing that place.

I do not recover my strength, and really am unable to bear fatigue. Trusting that your health continues good,

I am, commodore, with high respect, your friend and obedient servant,

I. F. QUINBY.

Commodore C. H. DAVIS,
Commanding Western Flotilla.

*Letter from Acting Assistant Surgeon Bixby to Flag-Officer Davis,
U. S. Navy, accepting appointment as assistant surgeon.*

U. S. NAVAL FLOATING HOSPITAL RED ROVER,
June 3, 1862.

DEAR SIR: Your favor containing my appointment as assistant surgeon in the U. S. gunboat service has been received, and I accept with gratitude this notice you have seen fit to take of me, willingly subscribing myself amenable to the laws, regulations, and discipline of the Navy as they are or may be established by the Congress of the United States or other competent authority.

I am, sir, yours, respectfully,

GEORGE H. BIXBY, M. D.,
Assistant Surgeon in Charge.

Flag-Officer C. H. DAVIS,
Commanding Western Flotilla, Mississippi River.

Report of Fleet Captain Pennock, U. S. Navy, regarding general matters, and transmitting report of board of survey on the U. S. S. Tyler.

U. S. NAVAL DEPOT,
Cairo, June 3, 1862.

SIR: I enclose for your consideration the appointment as first master, Jason Goudy; fourth master, Robert Wilkinson; master's mate, Lloyd Thomas.

These officers are intended for the *Alfred Robb*. If approved, she will have (including officers) 30 persons on board.

She will carry four howitzers and be well supplied with small arms, etc. I have built a bullet-proof bulkhead around her fore-castle and also iron-plated the pilot house. Lieutenant Commanding Gwin thinks that she will be equal to any emergency that may occur.

I shall direct her commander to proceed to Tennessee River for the protection of our interests in that quarter, and, on his arrival at Pittsburg Landing, to report by telegraph to General Halleck the nature of his orders.

The transfer accounts of the men from the receiving ship *Ohio* will be signed and forwarded to Paymaster Bates.

With regard to the allotments, Paymaster Dunn informs me that he has written to the Fourth Auditor for instructions upon that subject.

We succeeded last evening in getting the *Cincinnati* off the ways. I am equipping and shall dispatch her as soon as possible.

The *Lexington* has arrived from above and is in comparatively good condition.

I have directed Lieutenant Commanding Shirk to coal, and she will be ready for service by the time I receive an answer to my letter of yesterday concerning her.

I enclose herewith the report of a board of survey which I ordered on the *Tyler*. Finding that I can not have her hauled out and repaired at Mound City without very serious detriment to the work on the *Eastport*, I have determined to send her to St. Louis, provided the ways at that place are ready for her reception.

I am, very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

Flag-Officer C. H. DAVIS,
Commanding Naval Forces on Western Waters.

The *Alps* can not be repaired for several days, and it will be a difficult matter for me to procure a steamer to tow the two barges of coal which Lieutenant Commanding Phelps informs me will soon be wanted.

Can not one of the towboats be spared from the fleet for the purpose?

[Enclosure.]

U. S. NAVAL DEPOT,
Cairo, Ill., June 3, 1862.

SIR: In obedience to your order of this date, we have held a strict and careful survey upon the hull, machinery, and boilers of the gun-

boat *Tyler*, and beg leave to submit the following report of their condition, etc.:

We find that she requires calking throughout; that the forward part of her hurricane deck needs to be sheathed and strengthened to support the 12-pounder howitzer, and this deck should be recanvased, the present covering being much worn and leaking generally.

The vessel is much hogged, the forward and after ends drooping several inches. This can be remedied only by a fore-and-aft hog chain and cross hog chains to support wheel timbers, and we would recommend that two 8-inch pumps, with hose, etc., be attached to the "doctor."

The "doctor" engine is broken and badly disabled; in fact, worn out. The cost of repairing it will be nearly equivalent to the cost of a new one, and we would recommend that it be replaced by a new one.

The engines will require a general overhauling and repairing.

The boilers are in a bad condition; so much so that it will be necessary to put in some four or five new sheets.

Very respectfully, your obedient servant,

J. P. SANFORD,
Lieutenant and Ordnance Officer, Flotilla.
WM. D. FAULKNER,
Engineer in Chief.
J. K. MCGEE,
Master Carpenter.

Commander A. M. PENNOCK,
Fleet Captain, Commanding Naval Station.

Report of Fleet Captain Pennock, U. S. Navy, regarding disposition of vessels under repairs.

U. S. NAVAL DEPOT,
Cairo, June 4, 1862.

SIR: The *Alfred Robb* left for Tennessee River last night.

Finding that I could not have the *Tyler* repaired at Mound City without seriously retarding the work on the *Eastport*, I have sent her to St. Louis. She left for that place to-day at noon. I have ordered Mr. Faulkner, engineer in chief, and Mr. McGee, master carpenter, to proceed to St. Louis and superintend the work upon her.

The *Lexington* will be ready to leave by to-morrow evening.

The *Alps*, which steamer will require extensive repairs, I have also ordered to St. Louis for the same reason as above.

I enclose a letter received from George D. Wise, acting quartermaster.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

Flag-Officer C. H. DAVIS,
Commanding U. S. Naval Forces on Western Waters.

Letter from Captain Davis, U. S. Navy, to Flag-Officer Foote, U. S. Navy, referring to an abusive newspaper article.

U. S. S. BENTON,
Mississippi River, June 4, 1862.

MY DEAR FOOTE: I have received your very kind note of May 30, about the abuse in the Cincinnati Commercial.

It has always been my rule to avoid newspaper contentions, if possible, and so far as my feelings and self-respect are concerned I see no reason for departing from this rule in this instance.

Do not, therefore, I beg of you, take any notice of it.

I know the origin of the piece, though not its author. It resulted from the combination of pique and misunderstanding, which should have been directed properly to another person.

Requiescat in pace.

With my best regards to Mrs. Foote, and hopes for your speedy recovery and resumption of your command,

I am, ever your friend,

CHAS. H. DAVIS.

Report of Commander Porter, U. S. Navy, regarding progress upon vessels at St. Louis.

U. S. GUNBOAT ESSEX,
St. Louis, June 5, 1862.

This will be handed you by Commander Winslow. The *Essex* is progressing rapidly and I am in hopes of joining the fleet in a few days. Captain J. [B.] Hull is ordered here by the Navy Department to superintend the iron gunboats to be built here, but he will have nothing to do with the *Fort Henry* or *Choctaw*.

By the time I am ready to leave here they will be so far completed that any competent person can carry out my plans. Should you desire it, I would feel gratified in having Lieutenant McGunagle back again.

I feel certain that the three gunboats, *Essex*, *Fort Henry*, and *Choctaw*, when completed, can not be excelled by anything now built, and you will find them well adapted to the river service. I only regret that they are not now ready. I believe the *Fort Henry* is alone sufficient to destroy the whole rebel fleet. I have already a large part of the iron plating on the *Essex*.

I am, most respectfully, your obedient servant,

W. D. PORTER,
Commander.

Captain C. H. DAVIS.

Yours of the 2d instant came duly to hand.

W. D. P.

List of signals.

The following signals (if any) have been agreed upon between the colonel commanding land forces and Captain Davis, commanding flotilla, for June 5, and will be given from a skiff in the river near

the fort or from the shore as near the mouth of Cold Creek as the bushes will permit, or from the beach near the lower end of Flower Island:

For gunboats to open fire—Blue (regimental) flag.

For gunboats to cease firing—White flag.

For gunboats and mortars to both cease firing—Blue and white flags, both.

For gunboats and mortars to both resume firing and for the former to cover retreat of infantry—Blue flag and stars and stripes (national flag).

For "All's well:" "Come on"—Stars and stripes waving.

In all signals the several flags will first be waved to attract attention, and then held still.

By order of G. N. Fitch, Colonel, commanding Second Brigade, Third Division.

JOS. D. COWDIN,

Acting Assistant Adjutant-General.

Report of Colonel Ellet, commanding Ram Fleet, regarding the movements of the gunboats down the river.

FORT PILLOW, June 5, 1862.

On my return to Fort Pillow I found the gunboats moving down the river. I presume that there will be no further obstacles unless we encounter one at Memphis.

CHARLES ELLET, JR.,

Colonel, Commanding, etc.

Hon. E. M. STANTON,

Secretary of War.

Battle of Memphis, Tenn., and occupation of that city by the Federal forces, June 6, 1862.

[Telegram.]

U. S. S. BENTON,

Off Memphis, [June] 6, [1862].

(Received 8th, 11.30 a. m.)

SIR: I arrived here last evening at 9 o'clock, accompanied by the mortar fleet under Captain Maynadier, the ordnance steam storeships, etc., and anchored a mile and a half above the city. This morning I discovered the rebel fleet, which had been reinforced, and now consisted of eight rams and gunboats, lying at the levee.

The engagement, which commenced at 5.30 a. m. and ended at 7, terminated in a running fight. I was ably supported by the ram fleet, under command of Colonel Ellet, who was conspicuous for his gallantry, and is seriously but not dangerously wounded.

The result of the action was the capture or destruction of seven vessels of the rebel fleet, as follows: *General Beauregard*, blown up and burned; *General Sterling Price*, one wheel carried away; *Jeff Thompson*, set on fire by shell, burned, and magazine blown up; [*General*] *Sumter*, badly cut up by shot, but will be repaired; *Little Rebel*, boiler exploded by shot and otherwise injured, but will be

repaired. Besides this, one of the rebel boats was sunk in the beginning of the action; her name is not known. A boat, supposed to be the *Van Dorn*, escaped from the flotilla by her superior speed. Two rams are in pursuit. The officers and crews of the rebel boats endeavored to make the shore; many of their wounded and prisoners are now in our hands. The mayor surrendered the city to me after the engagement. Colonel Fitch came down at 11 o'clock and has taken military possession.

C. H. DAVIS,

Flag-Officer, Commanding pro tem.

HON. GIDEON WELLES,

Secretary Navy.

Detailed report of Flag-Officer Davis, U. S. Navy, commanding Western Flotilla.

U. S. FLAG-STEAMER BENTON,

Memphis, June 6, 1862.

SIR: In my dispatch of yesterday, dated at Fort Pillow, I had the honor to inform the Department that I was about moving to this place with the men-of-war and transports.

I got underway from Fort Pillow at noon, leaving the *Pittsburg*, Lieutenant Commanding Egbert Thompson, to cooperate with a detachment of Colonel Fitch's command in holding possession of Fort Pillow and securing public property at that place; and also the *Mound City*, Commander A. H. Kilty, to convoy the transport containing the troops not then ready to move.

On the way down, I came suddenly, at a bend of the river, upon the rebel transport steamer *Sovereign*, which turned immediately to escape from us. I sent forward Lieutenant Joshua Bishop, with a body of small-arms men in a light tug, by whom she was captured. She is a valuable prize.

The gunboats anchored at 8 o'clock p. m. at the lower end of Island No. 45, about a mile and a half above the city of Memphis; the mortar boats, towboats, ordnance, commissary, and other vessels of the fleet tied up at Island No. 44 for the night.

At daylight this morning the enemy's fleet, consisting of the rebel rams and gunboat, now numbering eight vessels, were discovered lying at the levee. They dropped below Rail Road Point, and returning again, arranged themselves in front of the city. At 4:20 the flotilla, consisting of the following five vessels, the flagship *Benton*, Lieutenant Commanding S. L. Phelps; the *Louisville*, Commander B. M. Dove; the *Carondelet*, Commander Henry Walke; the *Cairo*, Lieutenant Commanding N. C. Bryant; and the *St. Louis*, Lieutenant Commanding Wilson McGunneagle, got underway by signal, and dropped down the river.

The rebels, still lying in front of the town, opened fire with the intention of exposing the city to injury from our shot. The fire was returned on our part with due care in this regard.

While the engagement was going on in this manner, two vessels of the ram fleet under command of Colonel Ellet, the *Queen of the West* and the *Monarch*, steamed rapidly by us and ran boldly into the enemy's line; several conflicts had taken place between the rams before the flotilla, led by the *Benton*, moving at a slower rate, could

arrive at the closest quarters. In the meantime, however, the firing from our gunboats was continuous and exceedingly well directed.

The *General Beauregard* and the *Little Rebel* were struck in the boilers and blown up. The ram *Queen of the West*, which Colonel Ellet commanded in person, encountered with full power the rebel steamer *Colonel Lovell* and sunk her, but in doing so sustained some serious damage.

Up to this time the rebel fleet had maintained its position and used its guns with great spirit. These disasters, however, compelled the remaining vessels to resort to their superiority in speed as the only means of safety. A running fight took place which lasted nearly an hour, and carried us 10 miles below the city. It ended in the capture or destruction of four of the five remaining vessels of the enemy, one only, supposed to be the *Van Dorn*, having escaped. Two of the rams, the *Monarch* and *Lancaster*, No. 3, pursued her, but without success; they brought back, however, another prize.

The names and fate of the vessels comprising the rebel fleet are as follows:

The *Colonel Lovell*, sunk in the beginning of the action by the *Queen of the West*; she went down in deep water, in the middle of the river, altogether out of sight. Some of her crew escaped by swimming; how many went down in her I have not been able to ascertain.

The *General Beauregard*, blown up by her boilers and otherwise injured by shot, went down near shore.

The *Little Rebel*, injured in a similar manner, made for the Arkansas shore, where she was abandoned by her crew.

The *Jeff Thompson*, set on fire by our shells, was run on the river bank and abandoned by her crew; she burned to the water's edge, and blew up by her magazine.

The *General Price* was also run on the Arkansas shore; she had come in contact with one of the rams of her own party, and was otherwise injured by cannon balls; she also was abandoned by her crew.

The *Sumter* was somewhat cut up, but is still afloat.

The fine steamer *General Bragg* is also above water, though a good deal shattered in her upper works and hull.

The *Van Dorn* escaped.

Of the above-mentioned vessels the *Sumter*, *General Bragg*, and *Little Rebel* will admit of being repaired. I have not received the reports of the engineers and carpenters, and can not yet determine whether it will be necessary to send them to Cairo or whether they can be repaired here.

The pump of the *Champion*, No. 3, will be applied to raise the *General Price*. No other vessels of the rebel flotilla will, I fear, be saved.

I have not received such information as will enable me to make an approximate statement of the number of killed, wounded, and prisoners on the part of the enemy. One of the vessels, going down in deep water, carried a part of her crew with her; another, the *General Beauregard*, having been blown up with steam, many of her crew were frightfully scalded. I doubt whether it will ever be in my power to furnish an accurate statement of these results of the engagement.

The attack made by the two rams under Colonel Ellet, which took place before the flotilla closed in with the enemy, was bold and successful.

Captain Maynadier, commanding the mortar fleet, accompanied the squadron in a tug and took possession of the *Beauregard* and made her crew prisoners. He captured also other prisoners during the action, and received many persons of the rebel fleet, who returned and delivered themselves up after their vessels had been deserted.

It is with pleasure that I call the attention of the Department to his personal zeal and activity, the more conspicuous because displayed while the mortar boats under his command could take no part in the action. The officers and men of the flotilla performed their duty. Three men only of the flotilla were wounded, and those slightly; but one ship was struck by shot.

I transmit herewith copies of my correspondence with the mayor of Memphis, leading to the surrender of the city. At 11 o'clock a. m. Colonel Fitch, commanding the Indiana brigade, arrived and took military possession of the place.

There are several prizes here, among them four large river steamers, which will be brought at once into the service of the Government.

I have the honor to be, very respectfully, your most obedient servant,

CHARLES HENRY DAVIS,
*Flag-Officer, Commanding Western Flotilla,
Mississippi River, pro tem.*

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. FLAG-STEAMER BENTON,
Off Memphis, June 6, 1862.

SIR: I have respectfully to request that you will surrender the city of Memphis to the authority of the United States, which I have the honor to represent.

I am, Mr. Mayor, with high respect, your most obedient servant,

C. H. DAVIS,
Flag-Officer, Commanding, etc.

His Honor the MAYOR of the City of Memphis, Tenn.

MAYOR'S OFFICE,
Memphis, June 6, 1862.

SIR: Your note of this date is received and contents noted.

In reply I have only to say that the civil authorities have no resources of defense, and by the force of circumstances the city is in your power.

Respectfully,

JOHN PARK,
Mayor.

C. H. DAVIS,
Flag-Officer, Commanding, etc.

U. S. FLAG-STEAMER BENTON,
Off Memphis, June 6, 1862.

SIR: The undersigned, commanding the military and naval forces of the United States in front of Memphis, have the honor to say to the mayor of the city that Colonel Fitch, commanding the Indiana brigade, will take military possession of Memphis immediately.

Colonel Fitch will be happy to receive the cooperation of his honor the mayor and the city authorities in maintaining peace and order; and to this end, he will be pleased to confer with his honor at the military headquarters at 3 o'clock this afternoon.

The undersigned have the honor to be, with high respect, your most obedient servants,

C. H. DAVIS,
Flag-Officer, Commanding Afloat.
 Colonel G. N. FITCH,
Commanding Indiana Brigade.

His Honor the MAYOR of the City of Memphis, Tenn.

—
 MAYOR'S OFFICE,
Memphis, June 6, 1862.

GENTLEMEN: Your communication is received, and I shall be happy to cooperate with the colonel commanding in providing measures for maintaining peace and order in the city,

Your most obedient servant, JOHN PARK, *Mayor.*
 Flag-Officer C. H. DAVIS and Colonel G. N. FITCH.

Report of Commander Walke, U. S. Navy, commanding U. S. S. Carondelet.

U. S. GUNBOAT CARONDELET,
Memphis, Tenn., June 6, 1862.

SIR: I have the satisfaction most respectfully of reporting the particulars of the naval victory of this date which you have so nobly won to-day, with the capture of this city, so far as this vessel, with others, had the honor to participate.

At 4 o'clock a. m. I was called, and saw the city of Memphis in full view, about 2 miles off, with all the rebel fleet, consisting of eight ram gunboats, with heavy guns mounted on the bow and stern, lying at the landing, steaming up and preparing for battle. I immediately called all hands and cleared the decks for action, and at 4.20, when you made the signal, got underway.

At 4.50 the rebel fleet steamed up the river, offering battle, our fleet firing upon them from the stern guns some fifteen or twenty minutes, when you turned the flagship downstream to attack the enemy, making signal to our fleet at the same time to "follow your motions," which was simultaneously obeyed. At this time the Federal rams *Queen of the West* and *Monarch* steamed boldly down the river, passed us, and ran into the enemy's rams and gunboats, several of which they sunk and disabled during the fight. As our fleet was now in full pursuit of the enemy, who began to retreat under the heavy fire of our bow guns, we passed our rams (which were partially disabled from the terrible collisions which they inflicted and received from the

enemy) and continued a running fight for about 5 miles down the river, and until all of the rebel fleet were either sunk or captured, except one, by our gunboats and rams. We then returned to take possession of our prizes and of this place; but unfortunately one of the largest captured gunboats took fire and blew up about 9 o'clock a. m. We grounded a few minutes on our way down at the close of the action.

We were struck by a heavy shot on the forecastle, which carried away our port iron anchor chock, sheave, and ring of the anchor; it then glanced over our temporary barricade, across our upper deck and over the boat, wounding but 3 slightly. We expended 52 solid shot (rifled and round) and 10 rifled 15-second shell.

It affords me great pleasure to bear testimony to the unexceptionable conduct of the brave officers and crew of this vessel.

With my most cordial congratulation for this providential and brilliant success in the suppression of the rebellion.

I am, sir, very respectfully, your obedient servant,

H. WALKER,
Commander, U. S. Navy.

Flag-Officer C. H. DAVIS,
Commanding U. S. Naval Flotilla, Mississippi River.

Memorandum.

JUNE 6, 1862.

Confederate gunboats.

1. *General Van Dorn*, escaped.
2. *General Price*, run down by rebel boat, wheel knocked off; sunk.
3. *Colonel Lovell*, sunk by *Queen of the West*.
4. *General Beauregard*, sunk by *Queen of the West*.
5. *General J. Thompson*, captured by our fleet, and blew up.
6. *General Bragg*, captured by our fleet; prize.
7. *General Sumter*, captured by our fleet; prize.
8. *Little Rebel*, captured by our fleet; prize.

"The number of prisoners taken ranges from 70 to 100, about 20 being officers. We can not get any details about the enemy's loss in killed, though enough is known to induce the belief that it was fearful."—*Memphis Daily Avalanche*, June 9, 1862.

Report of Captain Davis, U. S. Navy, transmitting copy of captured signal book.

FLAGSHIP BENTON,
Memphis, June 7, 1862.

SIR: I have the pleasure to transmit to the Department a copy of the rebel signal book, captured in the gunboat *General Beauregard* in the action of yesterday.

I have the honor to be, very respectfully, your most obedient servant,

CHARLES HENRY DAVIS,
Flag-Officer, Commanding pro tem.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

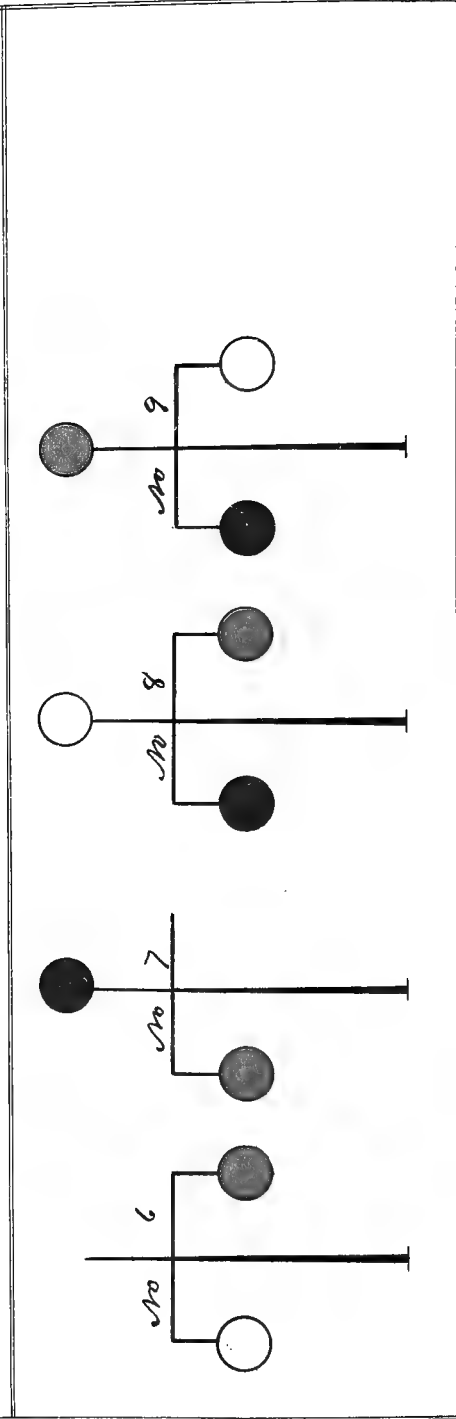
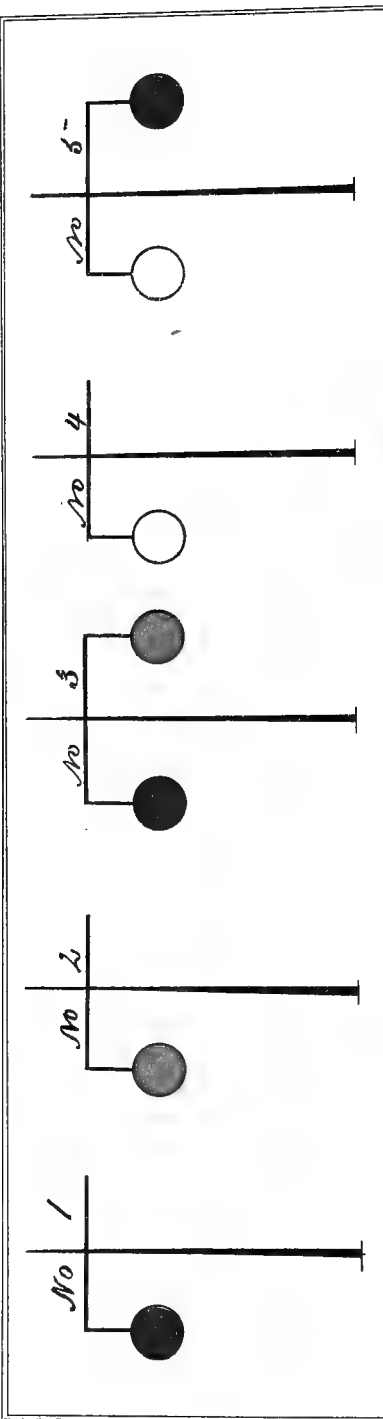
Signals for the use of the Confederate States, 1862, taken from the rebel gunboat *General Beauregard*, C. S. River Defense Service, on the 6th day of June, off Memphis, and sent to the Navy Department by C. H. Davis, flag-officer, commanding pro tem.

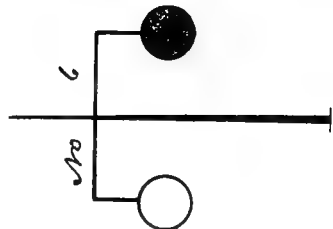
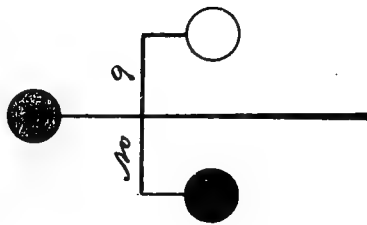
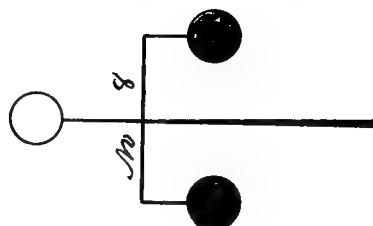
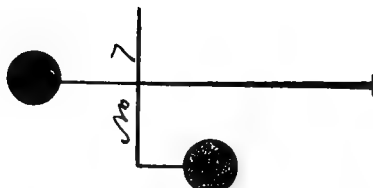
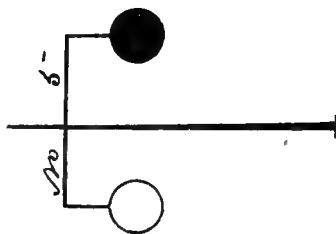
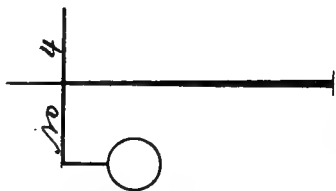
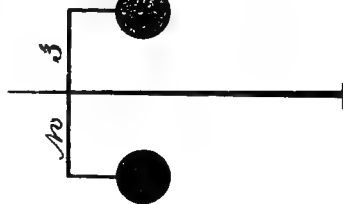
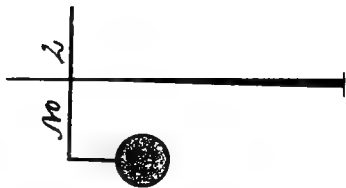
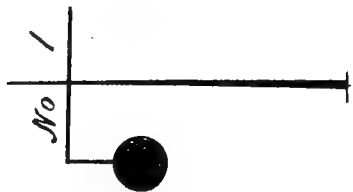
General signals.

1. Action, prepare for.
2. Action, commence.
3. Action, withdraw from.
4. Assistance, I am in want of.
5. Board the enemy.
12. Boilers are damaged.
13. Captains, repair on board vessel making signal.
14. Coal, I am in want of.
15. Communication, I have for commanding officer.
21. Damage is repaired.
23. Disabled are the paddle wheels.
24. Disabled, not able to go into action.
25. Enemy, have you seen.
31. Enemy, I have seen.
32. Engine, or engines, are disabled.
34. Fire, this ship is on.
35. Follow the motion of the commanding officer.
41. Follow, do not, the motions of the commanding officer.
42. Follow your instructions.
43. Go ahead.
45. Get everything ready to attack to-night.
51. Hail, come within.
52. Hail, keep within.
53. Lights, show none to-night.
54. No.
123. Pilot, I am in want of.
124. Prepare for battle.
125. Prepare to board.
213. Prize, destroy.
214. Prize, take in tow.
215. Proceed on the service assigned you.
312. Sinking, this ship is.
314. Smoke, I see ahead; get ready for action.
315. Strange vessel is a friend.
412. Take me in tow, I am disabled.
413. Want, I am in, of a medical officer.
415. Want, I am in, of an engineer.
512. Yes, lower your name.

Night signals.

1. Action, prepare for, to-night.
2. Action, commence.
3. Action, withdraw from.
4. Assistance, I am in want of.
5. Board the enemy.





6. Captains, all come aboard the vessel making signal.
7. Get everything ready to attack to-night.
8. I am disabled.
9. I am sinking.

. Order of Colonel Ellet, commanding Ram Fleet.

U. S. STEAM RAM SWITZERLAND, June 5, 1862.

The fleet will start at daylight to-morrow morning. The *Queen* will take the lead, and will be followed by the *Monarch*, then the *Lancaster*, and then the *Switzerland*. The *Dick Fulton* and *Horner* will follow the *Switzerland*, and the *Horner* will be followed by the *Mingo* and *Lioness*.

These boats are to keep a half-mile or more apart; will carry no flags, excepting as a signal of an enemy ahead, and will avoid crowding and confusion.

By order of

CHARLES ELLET, Jr.,
Colonel, Commanding.

Report of Colonel Ellet, commanding Ram Fleet.

OPPOSITE MEMPHIS, June 6, 1862.

The enemy's gunboats made a stand early this morning opposite Memphis and opened a vigorous fire upon our gunboats, which returned it with equal spirit. I ordered the *Queen*, my flagship, to pass between the gunboats and run down ahead of them upon two rams of the enemy, which at first boldly stood their ground.

Lieutenant-Colonel Ellet, in the *Monarch*, Captain Dryden master, followed gallantly. The rebel rams endeavored to back downstream, then to turn and run, but the movement was fatal to them. The *Queen* struck one of them fairly, and for a few minutes was fast to the wreck; after separating, the rebel steamer was sunk. My steamer, the *Queen*, was then herself struck by another rebel ram and disabled, but though damaged can be saved. A pistol-shot wound in the leg deprived me of the power to witness the remainder of the fight. The *Monarch* also passed ahead of our gunboats and went most gallantly into action. She first struck the rebel boat that struck my flagship and sank the rebel. She was then struck by one of the rebel rams, but not injured. She then pushed on and struck the *Beauregard* and burst open her side. Simultaneously the *Beauregard* was struck in the boiler by a shot from one of our gunboats. The *Monarch* then pushed at the gunboat *Little Rebel*, the rebel flagship, and having but little headway pushed her ashore, the rebel commodore and crew escaping. The *Monarch* then finding the *Beauregard* sinking, took her in tow until she sank in shoal water. Then, in compliance with the request of Commodore Davis, Lieutenant-Colonel Ellet dispatched the *Monarch* and the *Switzerland* in pursuit of one remaining rebel gunboat and some transports which had escaped. The gunboats and two of my rams have gone below.

I can not too much praise the conduct of the pilots and engineers and military guard of the *Monarch* and *Queen*, the brave conduct of

Captain Dryden, or the heroic bearing of Lieutenant-Colonel Ellet. I will name all the parties in a special report.

I am myself the only person in my fleet who was disabled.

Respectfully,

CHARLES ELLET, JR.,
Colonel, Commanding.

Hon. E. M. STANTON,
Secretary of War, Washington, D. C.

Additional report of Colonel Ellet, commanding Ram Fleet.

OPPOSITE MEMPHIS, June 6, 1862.

SIR: It is proper and due to the brave men on the *Queen* and *Monarch* to say to you briefly that two of the rebel steamers were sunk outright and immediately by the shock of my two rams. One, with a large amount of cotton, etc., on board, was disabled by accidental collision with the *Queen* and secured by her crew after I was personally disabled. Another, which was also hit by shot from the gunboats, was struck by the *Monarch* and towed to shore by that boat. Still another, also injured by the fire of our gunboats, was pushed into shore and secured by the *Monarch*.

Of the gunboats I can only say that they bore themselves as our Navy always does, bravely and well.

[C. ELLET, JR.,]
Colonel, Commanding.

Hon. E. M. STANTON,
Secretary of War, Washington, D. C.

Order of Colonel Ellet, commanding Ram Fleet.

U. S. RAM SWITZERLAND, June 6, 1862.

The captain of the *Monarch*, the chief engineers, and the first mates both of the *Queen* and the *Monarch*, and the lieutenants in command of the military detachments on those boats, will, one after the other, come on board the *Switzerland* to-morrow morning after 9 o'clock and report to Lieutenant-Colonel Ellet the name of every man, each in his department, who distinguished himself or performed his duty so gallantly in the engagement with the rebel gunboats off Memphis this morning. They will cause the names of all who distinguish themselves for their gallantry at that time to be written out in full in a legible hand, that the colonel commanding may transmit them to the Secretary.

Report of Colonel Ellet, commanding Ram Fleet, regarding the raising of United States flags in Memphis.

U. S. RAM SWITZERLAND,
Opposite Memphis, June 7, 1862.

SIR: Yesterday, after the engagement with the rebel fleet had nearly terminated, and the gunboats and one of my rams had passed below, I

was informed that a white flag had been raised in the city. I immediately sent my son, Medical Cadet Charles R. Ellet, ashore with a flag of truce and the following note to the authorities:

OPPOSITE MEMPHIS, *June 6, 1862.*

GENTLEMEN: I understand that the city of Memphis has surrendered. I therefore send my son with two United States flags, with instructions to raise one upon the custom-house and the other upon the post-office, as emblems of the return of your city to the care and protection of the Constitution.

CHARLES ELLET, Jr.,
Colonel, Commanding.

To the Civil or Military Authorities of Memphis.

The bearer of the flag and the above note was accompanied by Lieutenant [Warren D.] Crandall, of Company D, Fifty-ninth Illinois Volunteers, and two men of the boat guard. The following is the reply of the mayor of the city:

MAYOR'S OFFICE,
Memphis, Tenn., June 6, 1862.

SIR: Your note of this date is received and contents noted. The civil authorities of this city are not advised of its surrender to the forces of the United States Government, and our reply to you is simply to state, respectfully, that we have no force to oppose the raising of the flags you have directed to be raised over the custom-house and post-office.

Respectfully,

JOHN PARK,
Mayor.

Colonel CHARLES ELLET, Jr.,
Commanding, etc.

On receiving this reply, the small party proceeded to the post-office to raise the national flag, and were there joined by the mayor.

It is proper to say that the conduct of the mayor and some of the citizens was unexceptionable, but the party was surrounded by an excited crowd, using angry and threatening language. They ascended to the top of the post-office and planted the flag, though fired upon several times, and stoned by the mob below; still I believe that this conduct was reprobated by the people of standing in the place. Indeed, many evidences reach me of an extensive Union sentiment at Memphis.

Respectfully,

CHARLES ELLET, Jr.,
Colonel, Commanding Ram Fleet.

HON. SECRETARY OF WAR,
Washington, D. C.

Letter of thanks from the Secretary of War to Colonel Ellet, commanding Ram Fleet.

WASHINGTON, *June 7, 1862.*

Your several dispatches have been received and your proceedings cordially approved. The Department regrets that you have had to encounter so much opposition in the employment of your force, and hopes that all the obstacles will give way before your energetic purposes. You will return the thanks of the Department to the gallant volunteers and soldiers of your command, of whose patriotism and generous courage honorable public notice will be given. You will

please report the names and residences of those who exhibited special merit, in order that they may receive due honor and reward, and also of those who shrank from their duty. In [your] discretion and conduct the Department feels every confidence, and will not fail to support you and your command.

E. M. STANTON,
Secretary of War.

Colonel CHARLES ELLET, Jr.,
Commander Ram Fleet.

Report of First Sergeant E. W. Sutherland, commanding the ram *Lancaster*, expressing regret that that vessel was not ordered into action.

ON BOARD U. S. RAM LANCASTER, No. 3,
June 6, 1862.

DEAR SIR: Representing the soldiers and crew of the *Lancaster*, I have the honor to report that at the time the *Queen of the West* and the *Monarch* went into the engagement of this morning, the *Lancaster* was every way prepared to follow them. The engineers, both men of nerve, who knew their duty and did it, were at their posts, and reported 125 pounds of steam; the mates also were at their stations calmly but anxiously awaiting the encounter. The boat was manned by a crew whose courage had been tested, and by soldiers who were most anxious to aid their gallant comrades on board the *Monarch* and *Queen*; every man was at his post. In view of the well-known strength and speed of the *Lancaster* and the tempting broadsides of more than one rebel boat, I hazard nothing in saying that we could have gone into action under more advantages than any other boat, and with a fair prospect of saving the *Queen*. At the time the *Monarch* and *Queen* appeared to be in the most imminent peril, the *Lancaster* was constantly shifting its position, so as to indicate that proximity to the enemy was purposely avoided. The statement that the engines were reversed for the purpose of avoiding the fire from our gunboats is preposterous; that statement was an excuse for an inexcusable act. The danger was before us, not in our rear. It is not complimentary to Commodore Davis to say that he fires at random, and, above all, colonel, I am not aware of your ordering the engines of the *Queen* to be reversed, although you were in much more danger than ourselves. The rudder was broken by running the boat ashore under a full head of steam; the commander was then leaning over the guards, and although admonished of the danger by the carpenter, failed to give the necessary command until within 30 feet of the shore. The boat was no longer serviceable, and the crew and detachment on board (through no fault of their own) must come under the ban of public reproach. It is possible that this casualty may be overlooked on the ground that it was caused by some mistake or misunderstanding of commands; but if any mistakes, etc., occurred, they might have been avoided by such precautions as the humblest soldier would have adopted. Therefore, the crew and detachment on board the *Lancaster* feel that their laurels have escaped them through the cowardice or incompetency of some one of their superior officers; and believing an enquiry into the case would

develop the guilty one, they desire me to say that they consider it due to them to have a full investigation. They would furthermore respectfully solicit an opportunity to retrieve their reputation.

E. W. SUTHERLAND,
First Sergeant.

Colonel CHARLES ELLET, JR.,
Commander Ram Fleet.

Report of Colonel Ellet, commanding Ram Fleet, regretting the failure of the rams Lancaster and Switzerland to engage the enemy.

OPPOSITE MEMPHIS, June 8, 1862.

SIR: There are several facts touching the naval engagement of the 6th at this place which I wish to place on record. Approaching Memphis, the gunboats were in the advance. I had received no notice that a fight was expected, but was informed, on landing within sight of Memphis, that the enemy's gunboats had retreated down the river. My first information of the presence of the enemy was a shot which passed over my boat. I had four of my most powerful rams in the advance and ready for any emergency. The others were towing the barges. On advancing to the attack, I expected, of course, to be followed by the *Monarch*, the *Lancaster*, and the *Switzerland*. The *Monarch* came on gallantly. Some of the officers of the *Lancaster*, which boat held the next place in the line, became excited and confused, and though the engineers behaved well, the pilot erred in his signals, and backed the boat ashore and disabled her rudder.

The captain of the *Switzerland* construed the general sailing order to keep half a mile in rear of the *Lancaster* to mean that he was to keep half a mile behind her in the engagement, and therefore failed to participate. Hence the whole burden of the fight fell upon the *Queen* and the *Monarch*. Had either the *Lancaster* or the *Switzerland* followed me, as the *Monarch* did, the rebel gunboat *Van Dorn* would not have escaped and my flagship would not have been disabled.

Respectfully,

CHARLES ELLET, JR.,
Colonel, Commanding Ram Fleet.

Hon. E. M. STANTON,
Secretary of War, Washington, D. C.

[Telegram.]

WASHINGTON, June 9, 1862.
(Received at Cairo, 10th.)

The news of your glorious achievement at Memphis reached here last evening, and our joy was only dampened by your personal injury. You will accept for yourself and return to your officers, engineers, pilots, soldiers, and boatmen the cordial thanks of this Department for the gallantry, courage, and skill manifested on that occasion. When your official report is received, official recognition

will be made of their respective merits. I went in the evening to your house and as carefully as I could communicated to Mrs. Ellet your injury; she was, of course, deeply affected, but bore the information with as much spirit and courage as could be expected. It is her design to proceed immediately to join you. I have furnished her with a pass and free passage, and she will be accompanied by your daughter. I hope you will keep me advised of your state of health and everything you want. To my official thanks I beg to add my personal regards.

EDWIN M. STANTON,
Secretary of War.

Col. CHARLES ELLET,
Commanding Ram Fleet, Memphis.

Report of Colonel Ellet, commanding Ram Fleet, forwarding list of the crews of the *Queen of the West* and *Monarch*.

OPPOSITE MEMPHIS, *June 9, 1862.*

SIR: In the naval engagement with the rebel fleet at Memphis on the morning of the 6th instant the *Queen of the West* and the *Monarch* did such gallant and effective service by passing ahead of the fire of our own gunboats and sinking three of the rebel rams and gunboats, and capturing two, that I deem it my duty to report the names of most of the parties who were on board those boats, and to specify particularly those who, in my judgment, are most worthy of your notice and commendation.

The names of these parties will be found in the following lists, which I beg leave to submit for your consideration.

I am, sir, respectfully, your obedient servant,

CHARLES ELLET, Jr.,
Colonel, Commanding.

Hon. E. M. STANTON,
Secretary of War, Washington, D. C.

[Enclosure.]

List of the officers and crew and military guard who were on board the steam ram *Queen of the West* in the naval engagement off Memphis, June 6, 1862, when that steamer and the *Monarch*, by which the *Queen* was followed and most gallantly supported, ran into and sank three rebel rams and gunboats and captured two, all of whom are reported to the colonel commanding to have stood bravely to their posts:

Joseph Ford, first master; Peter Brown, second master; Martin Trimp, third master; Alexander Ford, Richard H. Smith, Joseph M. Davis, pilots; George M. Doughty, watchman; William Curtis, chief-engineer; Jacob Lauber, first assistant engineer; John McCullough, second assistant engineer; John Skelton, blacksmith; Thompson Wood, coppersmith; Michael Whelan, steward; Thomas Harts-horn, cook; Joseph Ford, cabin boy; Henry Collins, pantryman; Thomas Spencer, James T. Morris, carpenters; William Bradley, Thornton Stewart, Barnes Payne, Charles Grinton, John Williams, Henry Butcher, Malvin Jenkins, David Riddle, John Ross, Allen

Stevenson, Joseph Gatewood, firemen; Henry Little, George Wetzel, Nelson Mitchell, William Nixon, James S. Nixon, Richard Kennedy, Levi W. Robinson, deck hands.

Names of the military guard of the Sixty-third Illinois volunteers on board the *Queen of the West*, under command of Lieutenant James M. Hunter:

Lieutenant James M. Hunter, Peter Light, George Flowerhouse, David Glathart, Charles Falconer, George Meffett, John Bates, William Jackson, Thomas Jordon.

In an engagement of this desperate character the heaviest responsibility, requiring the greatest coolness and determined resolution, necessarily falls on the pilots at the wheel and on the engineers who stand by the side of their engines. I therefore report as worthy of special commendation on this occasion Alexander Ford and Richard H. Smith, the pilots at the wheel of the *Queen*, and William Curtis, chief engineer; Jacob Lauber, first assistant engineer; and their respective seconds, John McCullough and John Skelton. I also deem it proper to report that Alexander Ford, pilot; Martin Trimp, second mate; William H. Nixon, deck hand; James S. Nixon, deck hand, and Levi W. Robinson, were also volunteers on board the *Queen of the West* in the attempt to sink a rebel steamer under the guns of Fort Pillow, the 3d of June.

The military guard under Lieutenant James M. Hunter, Sixty-third Regiment Illinois Volunteers, on board the *Queen*, acted with deliberate coolness and gallantry, keeping up an incessant fire upon the enemy's pilots and gunners as long as the vessels were at close quarters.

A list of the officers and crew and military guard on board the steam ram *Monarch*, in the naval engagement off Memphis, June 6, 1862, all of whom are reported to the colonel commanding to have stood bravely to their posts:

Lieutenant-Colonel Ellet, second in command of the fleet; David M. Dryden, captain; Thomas Chippendale, first mate; Thomas J. Collins, Charles M. Jackson, pilots; Hiram Lanham, first engineer; Wilson T. Halstead, first assistant engineer; Michael Roach, second assistant engineer; Augustus M. Marsh, carpenter; Charles McCarty, first steward; Thomas M. Armstrong, second steward; Joseph Thornton, first cook; Lewis Frew, watchman; William P. Jackson, Thompson Brown, Daniel Scott, Morvil Jackson, firemen; John Little, Leroy Dawson, Stephen Scott, deck hands; James Price, George E. Williams, Jacob Miller, Henry Weist, Albert Williams, firemen.

Names of the military guard of the Fifty-ninth Regiment Illinois Volunteers on board the *Monarch*, under command of First Sergeant E. W. Bartlett, of Company I, Fifty-ninth Regiment Illinois Volunteers, acting lieutenant:

James P. Dorman, Gilbert C. Hamilton, John Holland, George W. Bailey, Charles C. Isaacs, John Sawyer, Tobias N. Yoft, John Delaney, Isaac Tuller, William F. Warren.

On board the *Monarch* the most distinguished praise is due to Lieutenant-Colonel A. W. Ellet, second in command of the fleet; David M. Dryden, the captain, who himself stood at the wheel with Thomas J. Collins, pilot, and handled his boat in the most intrepid and skillful manner throughout the fight; to Hiram Lanham, first engineer; Wilson T. Halstead, first assistant engineer; Michael Roach,

second assistant; to Sergeant (Acting-Lieutenant) E. W. Bartlett, and every man under his command, who kept up so hot and so accurate a fire that the enemy could not use his gun on his bow as the ram approached.

The two privates of the Sixty-third Illinois Regiment, R. L. Groomes and W. W. Jackson, who volunteered to handle the engines of the *Queen* in the attack on the rebel steamer at Fort Pillow, had been transferred by the colonel commanding to the *Switzerland* to handle the engines of that boat after the engineers of that boat, appalled by the dangers before them, desired to be relieved from service.

The captain of the *Switzerland* failed to bring that steamer into action before Memphis, and these engineers, with other brave men on board the *Switzerland*, were thus deprived of the opportunity to share the honors of the day. But the colonel commanding considers their conduct on the evening of the 3d, at Fort Pillow, as deserving of as high praise as the conduct of the engineers of either the *Queen of the West* or the *Monarch* in the engagement at Memphis, and that they should, in justice, be placed on an equal footing with those engineers. So, also, the conduct of Thomas O'Reilly, the mate of the *Fulton*; John Little, John Donovan, and Peter McAfee, deck hands of the *Fulton*, and George M. Doughty, watchman of the *Queen*; and the pilots, Rowley S. McKay and Aloah W. Hicks, who volunteered to go on board the *Queen* the night of the 3d of June to attack the rebel steamer under Fort Pillow, should be placed on the same footing as any of the parties in similar station who were in the engagement off Memphis.

In point of fact, the daring of those brave men who were engaged at Fort Pillow more than anything else led to the decisive victory at Memphis.

Detailed report of Colonel Ellet, commanding Ram Fleet.

OPPOSITE MEMPHIS, *June 11, 1862.*

SIR: I have the honor to report the details of the naval engagement of the 6th instant off Memphis, in which two of the rams of my fleet participated. A reconnoissance at Fort Pillow on the evening of the 4th, made by two of my steamers, satisfied me that the fort was evacuated. I approached with the *Queen of the West* close enough to invite the fire of the rebel guns, but received no shot, while very considerable smoke and flames indicated the burning of the property of the enemy. Before daylight the next morning Lieutenant-Colonel Ellet, at his own suggestion, went in a yawl with a small boat's crew down to the fort, found it deserted, and planted the stars and stripes there. I followed almost simultaneously with a portion of my fleet.

After a brief delay I proceeded with three vessels to Randolph and sent Lieutenant-Colonel Ellet ashore with a flag of truce. We there ascertained that the rebel forces had been hastily withdrawn the night before, after destroying their artillery, burning a good deal of cotton, and doing what other mischief they could in the short time they could venture to remain. Later in the day the gunboats, under Commodore Davis, moved down the Mississippi toward Mem-

phis, while I collected my fleet and passed the night on the Tennessee shore some 18 miles above Memphis.

Having seen the rebel fleet abandon a position whence they could choose their own time of attack, with Fort Pillow to fall back upon, I had no expectation that they would make a stand at Memphis, which was represented to be entirely unfortified. Nevertheless, I left the shore at daybreak on the morning of the 6th, keeping four of my strongest steamers in the advance prepared for any emergency. On approaching Memphis I found the gunboats under Commodore Davis anchored across the channel. I accordingly rounded to with the *Queen*, my flagship, and made fast on the Arkansas side, with the intention of conferring with Commodore Davis and collecting information preparatory to the next movement. But my flagship, the *Queen of the West*, had been but a few minutes secured to the bank before a shot, which seemed to pass over her, announced the presence of the enemy. I immediately ordered the lines to be cast off, signified to Lieutenant-Colonel Ellet on the *Monarch*, whose place was next in order, to follow, hoisted the flag, which was the signal I had prescribed for going into action, rounded to with head downstream, and passing between the gunboats, which were then returning the enemy's fire with considerable vivacity, bore down upon the enemy, expecting to be followed by the *Monarch*, the *Lancaster*, and the *Switzerland* in order. I found the rebel gunboats, all of which were rams armed with guns, heading boldly up stream toward our fleet, while the levee at Memphis was crowded with spectators. I directed my attack upon two rebel rams which were about the middle of the river, very close together, and supported by a third, a little in their rear and a little nearer to the Memphis shore. These two rams held their way so steadily, pointing their stems directly upon the stem of the *Queen*, that it was impossible for me to direct the pilots, between whom I had taken my stand, upon which to direct our shock; but as the distance between us and the enemy, short at first, became dangerously small, the two rebel boats, apparently quailing before the approaching collision, began first to back water and then to turn, thus presenting their broadsides to my attack. It was impossible to choose between these boats which to attack, for there was still a third ram within supporting distance to which I would be exposed if I struck the second, while the second would be sure to reach me if I selected the first. My speed was high, time was short, and the forward vessel presented rather the fairer mark. I selected her. The pilots, now animated by the deep interest of the scene, brought the prepared bow of the *Queen of the West* against the broadside of the rebel ram just forward of the wheelhouse. The crash was terrific; everything loose about the *Queen*, some tables, pantryware, and a half-eaten breakfast, were overthrown and broken by the shock. The hull of the rebel steamer was crushed in, [and] her chimneys surged over as if they were going to fall over on the bow of the *Queen*. Many of her crew, I have been told, leaped overboard, yet the rebel wreck, in consequence of the continued motion of the *Queen*, still clung to her bow. Before the collision the rebel made a feeble effort to use her guns, and succeeded in firing a charge of grape and canister, which was lost in the water. In less than half a minute from the moment of collision, and before the *Queen* could clear herself from the wreck, she was herself struck by another rebel

steamer on her larboard wheelhouse. This blow broke her tiller rope, crushed in her wheel and a portion of her hull, and left her nearly helpless. All this, from the time of leaving the shore and passing the gunboats to the sinking of the rebel gunboat and the disabling of my flagship, I do not think occupied over seven or eight minutes. The moment the *Queen* was herself struck I left the pilot house and went out on deck, when I was instantly disabled by one of a number of shots from a rebel steamer which seemed to have come into accidental collision with the *Queen*, and was at that moment drifting by her but still in contact with her. From the moment of the collision of the *Queen* with the rebel steamer to the time when I was brought to her deck could not have exceeded one minute, yet I saw from the deck the surface of the Mississippi strewn with the fragments of the sunken vessel. While these things were occurring, the *Monarch*, Lieutenant-Colonel Ellet commanding, and Captain Dryden, master, having followed the *Queen* and passed below our own gunboats, directed her shock (extreme) upon the rebel ram immediately following the one that struck the *Queen*, and sank her. The blow of the *Monarch* was so severe that piles of furniture were precipitated from the rebel steamer upon the forecastle of the *Monarch*, and were found there in large quantities after the action.

Many versions differing from each other entirely have been given by eyewitnesses of these occurrences, who stood in plain view on the levee at Memphis, in our own gunboats, and on the Arkansas shore. These discrepancies are attributed to the fact that there were three rebel rams and but two of our own mingled together and crashing against each other, and two other rebel steamers coming up and close at hand. In this confusion the different boats were mistaken for others, and the steamer struck by the *Queen* disappeared from view beneath the surface of the river. This uncertainty of view was doubtless increased by the accumulation of smoke from the chimneys of so many boats and the fire of our own gunboats. The general impression was that it was the *Queen* that went down and not the boat she struck. After being disabled the *Queen* worked herself to the Arkansas shore with only one wheel and without a rudder. The disabled rebel which had come in collision with the *Queen* worked herself into shore near the same place, and I sent a portion of the crew of the *Queen* at their own solicitation to take the rebel and secure her crew as prisoners. Our hope at first was to save this rebel gunboat, which is represented to be a very fine vessel, but she soon settled; but though Commodore Davis has sent a force to raise her, success, I understand, is regarded as doubtful.

[C. ELLET, Jr.]

Hon. E. M. STANTON,
Washington City, D. C.

Incidents of the naval engagement at Memphis.

U. S. STEAM RAM SWITZERLAND, *June 10, 1862.*

The rebel boats were all rams provided with guns, so as to serve both as rams and gunboats. My boats were not provided with guns. The rebel boats were very heavily plated with railroad iron. My

boats were without iron plating and had been spoken of in ridicule on the river as "the brown paper rams." The *General Lovell*, [which] is reported to be the boat which was first struck by the *Queen*, had a crew of 86 men, of whom 18 only are said to have been saved. The *Queen*, which struck her, had a crew of only — men. The *General Price*, another rebel boat, which also came in collision with the *Queen* and was disabled, had a crew of 81 men, according to the count made by the crew of the *Queen* to whom they surrendered. The *Queen* and the *Monarch* together struck five boats, one of which was sunk instantaneously, another in a few minutes; a third floated long enough to be towed to shore by the boat that struck her; a fourth, the *General Price*, sank very slowly, and it was at first supposed could be easily raised. The fifth was chased to the shore by the *Monarch* and received but a slight blow, and will therefore be saved. These facts go to show that ram fighting and prizes are scarcely compatible. The boilers of the rebel boats, so far as we have had a chance to see, are placed below decks, and the hulls are consequently weak. The boilers of our rams were not lowered and their hulls therefore could be made as strong for ramming as we could desire.

[C. ELLET, JR.]

Unofficial report of Lieutenant Phelps, U. S. Navy, commanding U. S. flagship Benton.

U. S. FLAG-STEAMER BENTON,
Memphis, June 9, 1862.

MY DEAR SIR: I have been most anxious to write to you since our battle on the 6th, but must, in justice to myself, confess that I have hardly known whether I have been on my head or heels most since that date. I had two days and nights of hard work and anxiety before the fight took place, and since then have had prizes, war vessels, and transports to save, send off, repair, and provide with people, to say nothing of a thousand wants of the people of Memphis to look after. I sent you yesterday a copy of the Memphis Appeal, containing a really fair statement of the fight, which was witnessed by thousands on the bluff. The rebel boats insisted on remaining before the city, notwithstanding that we were an hour underway $1\frac{1}{2}$ miles above, giving a fair opportunity for them to come up to the attack, if they intended fighting away from the city, or to drop below, where we could follow and attack them. The rebels forced us to fire on them without regard to the consequences to Memphis by opening upon us. We exchanged a number of shots, when Colonel Ellet, with the *Queen of the West* and *Monarch*, dashed down at the enemy, we at the time turning one slow length around for the same purpose.

The rebels were evidently disconcerted by this move, and the *Queen of the West*, failing to hit the *Beauregard*, made a pass at the *Colonel Lovell*, cutting her through, and that vessel sunk in a few minutes, many of her crew going down with her, and she is entirely out of sight. This is all the rams did, except the confusion created by them gave us better chances at the rebel craft. The *Monarch* missed the *General Price*, and the *Beauregard*, missing the *Monarch*, cut away entirely the port wheel and wheelhouse of the *General Price*. This ended all the rams' doings, as rams, on either side. The *Beauregard*,

in backing out from the *General Price*, gave me a broadside shot, at close range, with a 42-pounder, and I sent a shot into her boiler, blowing her up; some 14 of her scalded people are on our hands. How many were killed we do not know. The vessel soon sunk and has since gone to pieces. The *Benton* then, as throughout the action, was considerably in advance of the other vessels, seemingly the most speedy of them all, and pursued the now retreating rebels with an accuracy of fire and an execution really terrible. The *Jeff Thompson* was disabled and set on fire by shells and was destroyed in a splendid explosion. The *Sumter* was soon disabled, and then the *Bragg*, which vessel had been fired by one of our rifled shot bursting in her cotton protection, and was with difficulty saved by us. The *Little Rebel* received a shot in the boiler about the same time the *Beauregard* did, and her fate was sealed. Mr. Bishop has command of the *General Bragg*, Mr. Erben of the *Sumter*, and Mr. Hoel will have the *Little Rebel*; the *General Van Dorn* escaped, but was badly injured. If the rams had done their duty she would have been captured also, but after the first dash we saw no more of them. Colonel Ellet was wounded by a pistol shot in the leg, and his vessel disabled by the *Monarch*. His dash was bold and well executed. There was some firing of small arms from the woods and at the same time cheers from the banks. This is a destruction of their fleet which there is no dodging; 15,000 people witnessed it. I carried the demand for the surrender of the city to the mayor, and was saluted by a number of ladies and passed through the immense crowd without molestation or evidence of an exasperated or bitterly hating people, and saw no scowling women. The city is quiet and things go on smoothly. I have been much distressed to hear of your continued ill health. I had hoped that by this time you would have been entirely recovered and ready to return to your fleet, but I fear this is as remote in prospect as at any time heretofore. I have not heard from you since about the 27th ultimo. Do let me hear as frequently as you can. You must know that my anxiety to hear of your condition is very great, being bound to you alike by personal attachment and a grateful sense of continued kindness and assistance.

S. L. PHELPS.

Flag-Officer A. H. FOOTE, *U. S. Navy*,
Commanding Flotilla, Western Waters, Cleveland, Ohio.

Report of Lieutenant Fitch, U. S. Navy, on assuming command of the captured Confederate ram General Sterling Price.

PRIZE STEAMER STERLING PRICE,
Memphis, June 16, 1862.

SIR: I have the honor to inform you that, agreeably to your orders of this date, I have taken command of the prize *Sterling Price*, and that I am now ready to move when it suits your pleasure.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant, Commanding.

Flag-Officer C. H. DAVIS,
Commanding Naval Flotilla, Western Waters.

Letter of thanks and congratulation from the Secretary of the Navy to Captain Davis, U. S. Navy.

NAVY DEPARTMENT, *June 18, 1862.*

SIR: Your report of the encounter with the rebel fleet on the 6th instant off Memphis, announcing your complete success, aided by Colonel Ellet with the Ram Fleet, in capturing the enemy's flotilla, has been received and read with satisfaction.

I congratulate you and your associates on the virtual annihilation of the rebel naval force on the Mississippi and the surrender to you of the city of Memphis. These events are the sequel of gallant services rendered by our naval heroes and those who have been associated with them in a series of conflicts and triumphs on the Western waters for the maintenance of the rightful authority of the Government and the integrity of the Union.

You and all who have been connected with you in this triumph are justly entitled to the thanks of the Government and country.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer CHARLES HENRY DAVIS,
Commanding Western Flotilla, Cairo, Ill.

Report of Captain Davis, U. S. Navy, acknowledging the thanks of the Department.

U. S. FLAG-STEAMER BENTON,
Memphis, June 24, 1862.

SIR: The letter of the Department of the 18th instant, congratulating myself and the officers and men under my command upon the results of the engagement of the 6th instant, has been received and read with unalloyed pleasure.

The satisfaction with the success of the day expressed by the Department, and its approbation generally, constitute at once the proof and the reward of service.

I shall cause your letter to be read on board of every vessel in the squadron, embracing those not present on the 6th instant, that all may perceive that former services are not forgotten and that the Department, in viewing present events, still cherishes the remembrance of the long series of conflicts and triumphs of which those events are the sequel. I have the honor to be,

Very respectfully, your most obedient servant,

C. H. DAVIS,
*Flag-Officer, Commanding U. S. Naval Forces
on the Mississippi and its Tributaries.*

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Narrative of Pilot Tennyson.

At meridian of the 4th of June I received a note from Flag-Officer Davis, stating that he wished two pilots of the Mississippi to carry

dispatches to Commodore Farragut. I volunteered, and at 1 p. m., same day, Samuel Williamson and myself reported on board the flagship *Benton*, then above Fort Pillow. We were put in possession of the dispatches, and received verbal instructions in case of loss. A small canoe, or dugout, was furnished us for the voyage, and a detail of men from Colonel Fitch's regiment, to carry the canoe across the land to a point on the Mississippi River 4 miles below Fort Pillow, the distance by water being 12 miles.

We started at 3.30 p. m., intending to get at our point of embarkation at sunset, but made it one hour before that time. We saw three of the enemy's gunboats pass down. As soon as they had passed we embarked in our little canoe, being then fairly inside the enemy's lines, with 460 miles to pass before we would see the stars and stripes again. We paddled out across the river and saw enough to know that Fort Pillow was evacuated. We passed Randolph, saw no lights, and began to congratulate ourselves on a speedy voyage. But, on turning the point below, three rebel gunboats, in line, with cutters near each shore rowing guard, became visible. The night was cloudy, but the moon was full. With a fine glass we saw a cutter approaching us. Neither of us spoke, but by signaling agreed to lay inshore. We happened to stop alongside of a large log, and the cutter sheered off, and as they did so we heard the remark, "That's no dugout; it is only a drift log." We also heard our names mentioned, and that we were carrying letters from Flag-Officer Davis to bring Farragut's fleet up and get them between two fires. We waited until they were 100 yards above us, when we shoved out. After passing Island No. 35 we concluded to exchange our boat for the first skiff coming in our way, as the rebels had the dugout mark on us. This we expected to do at Pecan Point, 20 miles below Fort Pillow. On reaching that point we found three rebel gunboats lying at the Arkansas shore and a cutter near the Tennessee shore. We floated between the cutter and the gunboats without being seen, aiming for a point on the Arkansas shore where we might lay by, deeming it unsafe to attempt running during the day until we should get below Memphis. Our point gained, rest was out of the question; mosquitoes and gnats kept us busily engaged.

At about 9 a. m. six rebel gunboats passed down, two passing on our side, carefully scrutinizing with their glasses. About 2 p. m. the transport steamer *Sovereign* passed up. An hour later we heard heavy guns firing, and saw the *Sovereign* coming down and shot falling near her, but could not see our gunboats. The first one coming in sight was a tug. A shot falling near the *Sovereign* deterred us from embarking to join the *Benton*, now in sight at the head of our fleet. The *Sovereign* and tug passed us at about equal speed. The tug, by taking a short cut over the bar at the head of the chute of Island 37, gained on the *Sovereign*, and brought her in range of the 12-pounder howitzer, which, after three rounds, drove the *Sovereign* ashore with her safety valves weighted down, throttles closed, and fires full, with the intention of blowing her up; which purpose, however, was defeated by a loyal boy, 16 years old, who remained by her after she was abandoned by her crew. This lad, having some knowledge of what should be done, took off the extra weight from the safety valves, opened the throttles, and let her blow through; opened the fire doors and flue caps, and wet out the fires.

Then he procured a sheet and signaled to the tug, which at this time, fortunately enough, was busily engaged endeavoring to unload their howitzer, having rammed home a charge of fixed ammunition, shell first; and the delay caused by this blunder enabled them to see the boy's emblem of surrender. The tug went alongside of the *Sovereign*, leaving her clerk and carpenter on board, and was afterwards placed in my charge.

JNO. S. TENNYSON.

Report of Brigadier-General Ruggles, C. S. Army.

HEADQUARTERS, *Grenada*, June 6 [7], 1862.

Memphis surrendered to the enemy at 10 o'clock yesterday morning. Six of Montgomery's gunboats were destroyed by the enemy in front of the city, and two escaped.

I have just returned from Memphis. All public supplies were removed.

DANIEL RUGGLES,
Brigadier-General, Commanding.

General G. T. BEAUREGARD,
Commanding Mississippi Valley, Baldwin, Miss.

Report of Brigadier-General Thompson, Missouri State Guards.

GRENADA, MISS., June 7, 1862.

GENERAL: I am under the painful necessity of reporting to you the almost entire destruction of the River Defense Fleet in the Mississippi River in front of Memphis. I regret that I have to state I think the misfortune was occasioned by a misapprehension of orders or misinformation as to the surrounding circumstances.

The evacuation of Fort Pillow was, from all accounts, well and orderly conducted after once determined upon, but by some means my men were sent to Memphis on a transport instead of being placed on the gunboats. The circumstances which may have caused the evacuation of Fort Pillow did not surround Fort Randolph, and I am satisfied that, even with the few troops that were at Pillow, Randolph could have been held for several days, with a sure and safe retreat when necessary, if ever.

Our fleet, for want of coal, as represented, fell back to Memphis on the 5th, with the intention of returning to Island No. 40. The arrangements for this purpose were being made, but before 10 o'clock p. m. on the 5th the tugs which were on picket above the city reported the enemy's tugs in sight. This was discredited, but our boats anchored in the channel of the river, prepared for a battle.

At 12.30 a. m. on the 6th your telegram giving Commodore Montgomery and myself the joint command of the river defense was received. I immediately wrote a note to the commodore, enclosing your telegram and asking what I should do to cooperate with him. He requested two companies of artillery to be sent on board at daybreak. (All of my men were at the depot, awaiting transportation to Grenada.) I at once ordered the companies to hold themselves in

readiness. At the dawn of day I was awakened with the information that the enemy were actually in sight of Memphis. I hurried on board to consult with Montgomery. He instructed me to hurry my men to Fort Pickering Landing and sent a tug to bring them to the gunboats, which were advancing to attack the enemy. I hastened my men to the place indicated, but before we reached it our boats had been either destroyed or driven below Fort Pickering, and I marched back to the depot to come to this place to await orders.

I saw a large portion of the engagement from the river banks, and am sorry to say that, in my opinion, many of our boats were handled badly or the plan of battle was very faulty. The enemy's rams did most of the execution and were handled more adroitly than ours—I think, however, entirely owing to the fact that guns and sharpshooters of the enemy were constantly employed, while we were almost without either. The *Colonel Lovell* was so injured that she sank in the middle of the river; her captain, James Delancy, and a number of others swam to shore. The *Beauregard* and *Price* were running at the *Monarch* (Yankee) from opposite sides when the *Monarch* passed from between them, and the *Beauregard* ran into the *Price*, knocking off her wheel and entirely disabling her. Both were run to the Arkansas shore and abandoned. The *Little Rebel*, the commodore's flagboat, was run ashore and abandoned after she had been completely riddled, and I am satisfied the commodore killed. The battle continued down the river out of sight of Memphis, and it is reported that only two of our boats, the *Bragg* and *Van Dorn*, escaped.

It is impossible now to report casualties, as we were hurried in our retirement from Memphis, and none but those from the *Lovell* escaped on the Tennessee side of the river. So soon as more information can be collected, I will report.

Yours, most respectfully,

M. JEFF THOMPSON,
Brigadier-General, Missouri State Guard.

General G. T. BEAUREGARD, C. S. Army,
Baldwyn, Miss.

Order of Captain Davis, U. S. Navy, to Lieutenant Erben, U. S. Navy, to assume command of captured steamer Sumter.

U. S. FLAG-STEAMER BENTON,
Memphis, June 6, 1862.

SIR: You will take command of the captured steamer *Sumter* from this date.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Commanding Western Flotilla, Mississippi River.
Lieutenant Commanding H. ERBEN, U. S. Navy,
Commanding Gunboat Sumter, Cairo, Ill.

Report of Captain Hull, U. S. Navy, acknowledging orders to proceed to duty at St. Louis, Mo.

PHILADELPHIA, June 6, 1862.

SIR: I have just received, on my return from Boston, your duplicate order of the 16th of May last, directing me to proceed to St. Louis, Mo., and I shall leave here in obedience to it with the least possible delay. The court-martial of which I was a member adjourned only on the 30th ultimo, and I remained a few days in New York. The original order has not been received.

I am, with great respect, your obedient servant,

J. B. H.,
Captain.

Hon. G. V. Fox,
Acting Secretary of the Navy.

Order of Captain Davis, U. S. Navy, to Lieutenant Bishop, U. S. Navy, regarding transfer of command.

U. S. FLAG STEAMER BENTON,
Memphis, June 6, 1862.

SIR: You are hereby detached from the gunboat *Benton* and ordered to take command of the captured steamer *General Bragg*.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. Western Flotilla, Mississippi River.
Lieutenant Commanding J. BISHOP, U. S. Navy,
Commanding Gunboat *General Bragg*, Cairo, Ill.

Letter from Colonel Ellet, commanding Ram Fleet, to Captain Davis, U. S. Navy, requesting aid in raising the Confederate steamer General Price.

STEAM RAM SWITZERLAND,
June 7, 1862.

Colonel Ellet would be very much obliged to Commodore Davis for the use of the *Champion No. 3*, to enable him to raise the rebel steamer *General Price*, which was sunk by the *Queen* yesterday.

The *General Price* is reported to be a very valuable steamer, already armed for gunboat service.

[C. ELLET, JR.]

Commodore C. H. DAVIS,
Commanding Western Flotilla.

Letter from J. J. Updegraff, esq., to Captain Davis, U. S. Navy, claiming to have in his possession plans of the fortifications at Vicksburg.

COMMERCIAL HOUSE,
Memphis, June 8, 1862.

DEAR SIR: I have in my possession the plan of the fortification of Vicksburg, with the number of guns, their caliber, location, num-

ber and distribution of troops, and other particulars. If this is valuable, you can have an interview with me.

I am here on business of my own, and there is some suspicion against me here. Please be cautious, as it may incur inconvenience and perhaps difficulty.

J. J. UPDEGRAFF,
Formerly Colonel Fifth Illinois Cavalry.

Commodore DAVIS.

Memorandum of Colonel Ellet, commanding Ram Fleet, regarding the captured Confederate gunboat Little Rebel.

STEAM RAM SWITZERLAND, June 7, 1862.

Colonel Ellet presents his compliments to Commodore Davis and begs to say that the rebel gunboat *Little Rebel*, captured and beached by the *Monarch* yesterday, would be a very serviceable addition to Colonel Ellet's Ram Fleet.

This little gunboat is understood to be in condition to be put in immediate service, and as Colonel Ellet is about to dispatch an expedition down the river, he wishes to send this prize with the detachment, and would be obliged to Commodore Davis to put his engineers in possession of her.

To this note Commodore Davis sent a verbal reply by Lieutenant Currie to the effect that the *Little Rebel* was a special pet of his, and that he could by no means think of giving her up, but gave no reason to explain why he should hold her because she was his pet. Though she was Commodore Davis's pet, she was Colonel Ellet's prize.

Letter from Colonel Ellet, commanding Ram Fleet, to Colonel Fitch, U. S. Army, requesting an examination of the captured packet Conway.

U. S. S. SWITZERLAND, June 7, 1862.

DEAR SIR: One of my steamers yesterday brought in a rebel steam packet-boat loaded down with stores, the *Conway*, now lying alongside the *Monarch*. The captain and part owner is said to be or to have been an officer in the rebel Army. I am not able to attend to the case of that steamer, being about to send a considerable expedition down the Mississippi, which will leave to-day. If you can find time to examine this case, so as to judge whether the steamer is a lawful prize, I will be glad to hand her over to you.

Truly, yours,

CHARLES ELLET, JR.,
Colonel, etc.

Colonel G. N. FITCH.

Report of Colonel Ellet, commanding Ram Fleet, regarding certain captured vessels and the movement of his fleet down the river.

OPPOSITE MEMPHIS, June 8, 1862.

SIR: Three of the rebel rams and gunboats which were struck by my two rams sunk outright and were lost. Another, called the *Gen-*

eral Price, was but slightly injured, and I am now raising her and propose to add her to my fleet. I had hoped to have the rebel flagship also, which we captured, but Commodore Davis has a fancy to take her for his own use.

I propose to start an expedition down the river to-morrow under command of Lieutenant-Colonel Ellet, and have been much surprised by receiving an offer from Commodore Davis to send a gunboat along. Of course I will not decline, though I fear the slowness of the gunboat will impede the progress of the expedition.

Respectfully,

CHARLES ELLET, JR.,
Colonel, Commanding Ram Fleet.

Hon. E. M. STANTON,
Secretary of War, Washington, D. C.

Letter from Colonel Ellet, commanding Ram Fleet, to Captain Davis, U. S. Navy, regarding the capture of the Confederate gunboat Little Rebel.

OPPOSITE MEMPHIS, June 8, 1862.

Excuse me, commodore, for calling your attention again to the circumstances attending the capture of the *Little Rebel*.

I am informed by Lieutenant-Colonel Ellet and Captain Dryden that the *Little Rebel* attacked the *Monarch* just after the *Monarch* had struck the *Beauregard*; that the *Monarch* met the attack and pushed on after the *Little Rebel*. To escape from the *Monarch* the *Rebel* made for shore. In approaching shore, one of two shots from a gunboat struck the *Rebel*, but she was still able to continue her retreat from the *Monarch*, by which boat she was overtaken and struck before she reached the shore and was beached by the blow. The *Monarch* then turned to save the crew of one of the sunken boats who were in the water, filling and clinging to a yawl, and then to tow the *Beauregard*, which she had previously struck, and which was sinking, to shore, and to take off her crew.

In the meantime one of the tugs of your squadron visited the *Little Rebel* and took down her flag.

Respectfully,

CHARLES ELLET, JR.,
Colonel, Commanding.

Commodore C. H. DAVIS,
Commanding Western Flotilla.

Letter from Captain Davis, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, stating the impossibility of giving up the captured gunboat Little Rebel.

U. S. FLAG-STEAMER BENTON,
Memphis, June 9, 1862.

COLONEL: I have had the pleasure to receive your note of yesterday. I am not prepared to enter into an enquiry of the facts of the case, some of which, as you state them, did not fall under my observation.

I regret to be obliged to say, however, that it would not be in my power to give you the *Little Rebel* or any other one of the captured

vessels of the rebel squadron. To do so would interfere with my general plan of operation.

I am, very respectfully, your obedient servant,

C. H. DAVIS,
*Flag-Officer, Commanding Western Flotilla,
Mississippi River.*

Colonel ELLET,
Commanding Ram Fleet, Mississippi River.

[Telegram.]

NAVY DEPARTMENT, Washington, D. C., June 8, 1862.

Ascertain the condition of what was once the navy yard at Memphis and report to the Department.

G. V. Fox,
Assistant Secretary.

SENIOR NAVAL OFFICER,
Cairo, Ill.

[Telegram.]

CAIRO, ILL., June 9, 1862.

By an intelligent officer, a prisoner, I learn that the buildings for the machine shops at the old navy yard at Memphis are good and with considerable machinery in them in good working order. For further information I have referred your telegram to Flag-Officer Davis, now at Memphis.

A. M. PENNOCK,
Commander and Fleet Captain.

G. V. Fox,
Assistant Secretary Navy.

Report of Lieutenant Fitch, U. S. Navy, commanding U. S. S. Judge Torrence, requesting permission to attempt the raising of the Confederate steamer General Price.

U. S. S. JUDGE TORRENCE,
Memphis, June 9, 1862.

SIR: I visited the sunken steamer *Price* this afternoon and found that the *Champion* had broken her pump, and I believe abandoned the idea of raising her; at least for the present.

From what I could see I do not think there will be any great difficulty in getting her afloat, and if you will sanction it I will move down there and endeavor to raise her. The officers on board are anxious to assist me in making the attempt, and if we can get the small pump from the steamer *Champion* when we are ready for it I have no doubt but that our efforts will meet with success.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant, Commanding.

Flag-Officer C. H. DAVIS,
Commanding Naval Flotilla, Western Waters.

Report of Lieutenant Thompson, U. S. Navy, commanding U. S. S. Pittsburg, regarding the capture of a small steamer in Hatchee River.

U. S. GUNBOAT PITTSBURG,
Off Fort Pillow, Tenn., June 9, 1862.

SIR: Having learned from two deserters belonging to Jeff Thompson's gang that deserted and came up from Memphis that a small steamer was lying at the bank in Hatchee River where they crossed, I, this morning, started an armed boat at early daylight to capture her and now have her alongside, putting her in order. I learn from these deserters, who are from Missouri and quartered here before the evacuation, that she was used by the fort to run between here and Randolph, and for scouting parties, transportation of munitions of war, etc. I hear also from other sources that she was used by the Confederate Army.

She belonged to William Davis, deceased some two weeks since, and B. M. Turner claims to be the administrator. From all the facts obtainable, I have no doubt she is a legal prize.

The two deserters staid at the administrator's house the night they reached here, and heard at the house a man profess anti-Union sentiments. The one I sent in the boat pointed out the house where they staid to the officer of the boat, which is the one occupied by Mr. Turner.

Mr. Turner was informed by the captors, if the boat was not a prize, she would be returned and he was referred to you. She is 84 feet extreme length on deck, 17½ feet beam, 4 feet 2 inches hold, draft aft 2 feet 5 inches, forward 21 inches, and in good repair. She is a double side-wheel steamer, clear upper and main deck; outside of each engine she has two rooms in which cotton could be placed to protect her engine and boilers. A howitzer can easily be placed forward, and, as she draws so little water, she may be used to advantage in the shoal rivers running into the Mississippi if she has only musketry to contend with.

A barricade can be easily built around her to guard the men against musketry. She is lightly built, and has rather indifferent engines. I shall await an answer to this letter before I make any change.

I would like to retain her as a tender.

Very respectfully, your obedient servant,

EGBERT THOMPSON,
Lieutenant, Commanding.

Commodore CHARLES H. DAVIS, U. S. Navy,
Commanding Western Flotilla.

Report of Lieutenant Thompson, U. S. Navy, commanding U. S. S. Pittsburg, requesting instructions regarding refugees fearing guerilla bands.

U. S. GUNBOAT PITTSBURG,
Off Fort Pillow, Tenn., June 9, 1862.

SIR: I find there are many Union men around here fearful of guerilla bands.

There are many desirous of leaving or having a place of protection to fly to.

I learn a Louisiana regiment which left this place is in the adjoining county.

Will you please inform me what facilities will be afforded them for leaving? Many of the country people are coming in to learn what protection will be afforded them by us. They come in under the impression we have a force in the fort.

I respectfully request the prescribed oath of allegiance will be forwarded to me, that I may administer it and thus test their allegiance and the object of their visit.

A man representing himself as a scout from the Louisiana regiment, residing at Fulton, Tenn., has come in; I have paroled him three days. I have another deserter whom I paroled, and at the expiration of his parole, came in. I have pursued this course, having no accommodation on board.

I learn there are many rabid secessionists at Osceola, Ark., still advocate the cause, and some advocate the organizing of guerrilla bands. I have the names and residences of some of the most prominent. I have the names and residence of two brothers, one of which was a delegate to the convention when the State seceded.

I am, very respectfully, your obedient servant,

EGBERT THOMPSON,
Lieutenant, Commanding.

Commodore CHARLES H. DAVIS, U. S. Navy,
Commanding Western Flotilla.

Report of Fleet Captain Pennock, U. S. Navy, explaining delay in delivery of dispatches announcing the evacuation of Fort Pillow.

U. S. NAVAL DEPOT,
Cairo, June 9, 1862.

SIR: I received this evening by the *De Soto* the enclosed dispatches, which came under cover of your official envelope and which should have been delivered to me by Captain Carroll on the 6th.

I immediately called upon Captain Carroll for an explanation of his conduct, in justification of which he handed me the enclosed order from Lieutenant Commanding Phelps, which is of so extraordinary a nature that I feel it my duty to submit it to you for your official consideration and action.

In consequence of this order, your dispatches were handed me too late to telegraph to the Secretaries of War [and] Navy and General Pope, who had in all probability been apprised of the evacuation of Fort Pillow by the enemy and subsequent occupation by our troops, etc.

In justice to myself, I respectfully ask that Colonel Fitch may be officially informed that it was by no action of mine that the dispatches were not delivered in time to be telegraphed, as was intended.

Some explanation in vindication of myself is also due those whose private dispatches came in your official envelope.

I am, very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

Flag-Officer C. H. DAVIS,
Commanding Naval Forces, Western Waters.

Letter from Colonel Ellet, commanding Ram Fleet, to Captain Davis, U. S. Navy, contending for the possession of the captured gunboat Little Rebel.

U. S. RAM SWITZERLAND,
Before Memphis, June 10, 1862.

SIR: I am not in a condition now to press my demand for the *Little Rebel*, which was taken by your orders from a guard which I had placed on board of her. I can not, however, forbear from recapitulating the facts.

In your note of the 3d instant, after receiving my instructions from the War Department, you informed me that my vessels were not under your control and that you are not responsible for their movements. In the engagement of the 6th, one of my vessels, acting entirely under my own orders, attacked the *Little Rebel*, chased her into shore, butted her slightly, and left her beached. A portion of the crew of my flagship, then disabled, who had just secured the rebel steamer *Price* and all her crew, also took possession of the *Little Rebel*, fastened her to shore, with her own lines, accepted the surrender of the three rebels whom they found on board, and by the order of Lieutenant-Colonel Ellet remained to guard the prize. Now, commodore, it was not from the enemy, but from this little prize crew that your tugs took this vessel; and I do not ask you to give her to me, as your note assumes, but merely to restore her to me as she was before she was taken from me. She is mine, commodore, the spoils of my first and, I fear, my last naval engagement. I may afford hereafter to give her to you, but I can not, until she is returned to my possession, consent to her surrender.

Commodore C. H. DAVIS,
Commanding Western Flotilla.

CHARLES ELLET, JR.

Report of Fleet Captain Pennock, U. S. Navy, regarding general matters.

U. S. NAVAL DEPOT,
Cairo, June 10, 1862.

SIR: The hospital boat *Red Rover* is expected here to-day, and will be dispatched to the flotilla as soon as possible.

The *General Bragg* has broken down about 6 miles below this place, and I am just about dispatching the *Wilson* and *Sallie Wood* to tow her up. This will account for the nonarrival of the former.

In accordance with letter received from Lieutenant Commanding Phelps, in relation to officers for the *Sovereign*, I sent down yesterday an engineer.

For captain I have selected Mr. John R. Neeld, mate of the *De Soto*, who is highly recommended. Should this be approved by you, Mr. Neeld is instructed by me to hire a good mate.

One of the transports, in coming down the Tennessee River a few days since, was fired into by a guerrilla party.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.
Flag-Officer C. H. DAVIS,
Commanding Naval Forces, Western Waters.

The *Red Rover* has just arrived and I hope to get her off to-night.

Report of Lieutenant Erben, U. S. Navy, regarding the leaky condition of the U. S. S. Sumter.

U. S. S. SUMTER,

14 miles above Memphis, June 10, 1862.

SIR: After sending for assistance this afternoon, the leak increased so rapidly that my vessel would have sunk in the middle of the river if the *W. H. Brown* had not come to my assistance and towed me aground.

The water is not above the deck, and with the help of a good steam pump I think I can get her up to Cairo.

Respectfully, your obedient servant,

H. ERBEN, Jr.,

Lieutenant, Commanding.

Captain C. H. DAVIS,

Commanding Western Flotilla.

Report of Fleet Captain Pennock, U. S. Navy, regarding the equipment of hospital boat Red Rover.

U. S. NAVAL DEPOT,

Cairo, June 10, 1862.

SIR: The *Red Rover*, hospital boat, will leave here to-night or to-morrow.

I herewith enclose a list of those employed on board of her, who are considered indispensably necessary. Doctor Bixby, the surgeon, has the highest recommendations, which he will show you, and I would recommend his appointment as assistant surgeon, to date from June 1.

I have given no permanent instructions either to the captain or surgeon, leaving that matter entirely to your superior judgment.

I have thanked Captain Wise, assistant quartermaster, for his untiring and successful exertion in the equipment of this boat, and I hope you will approve of all he has done. He informs me that she has stores on board for her crew for three months and medical supplies sufficient for 200 men for three months. She is also abundantly supplied with delicacies for the sick and has on board 300 tons of ice. A barge of ice can be sent down at any time it may be needed.

Captain Wise acknowledges his obligations to the Western Sanitary Commission for the great interest they took in the equipment of this boat, for their advice and substantial aid, to the amount in dollars and cents of \$3,500 gratuitously bestowed. The boat is supplied with everything necessary for the restoration to health of sick and disabled seamen.

I have directed Captain McDaniel and the surgeon to report to you for orders and for assignment to their particular duties.

I think that by mistake I enclosed in my letter by the *De Soto* your letter to me and also that of Mr. Baer, in relation to coal.

The quartermaster informs me that no beef could be procured here to-day to send down by the *De Soto*.

What instructions shall I give for the future movements of the *Bragg* and other vessels that may arrive here for repairs?

Very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

Flag-Officer C. H. DAVIS,
Commanding U. S. Naval Forces on the Western Waters.

Report of a board of survey on certain steamers.

MEMPHIS, June 10, 1862.

SIR: In obedience to your order of this date, we have held a survey on the following steamers and have valued them with all on board as follows, viz:

H. R. W. Hill.....	\$6, 250
Victoria.....	8, 000
Kentucky.....	5, 750
New National.....	12, 750
Acacia.....	2, 750
Conway.....	2, 250
Mark R. Cheek.....	1, 875
Jeff Davis.....	750

We also have the honor to make the accompanying report of outfits.

Most respectfully, yours,

HORACE E. BIXBY, *Pilot.*
SAMUEL W. BORTWICH, *Engineer.*
J. S. HURD, [*Actg. Vol. Lieutenant.*]

Captain S. L. PHELPS.

Order of Colonel Ellet, commanding Ram Fleet, to Lieutenant Crandall, commanding Lioness, regarding runaway negroes.

OPPOSITE MEMPHIS, June 11, 1862.

SIR: I have received your note stating that you have four negroes and two white men representing themselves to be the owners of the negroes on board the *Lioness*.

We have no room on this fleet for runaway negroes, and I have no time to adjudicate questions involving the respective rights of the slaves and their masters.

You will set these men on shore in Memphis and not again receive on board any runaway negroes or any pursuer.

Respectfully,

CHARLES ELLET, Jr.,
Colonel, Commanding.

Lieutenant CRANDALL.

Report of Lieutenant Thompson, U. S. Navy, responding to enquiries regarding the captured steamer.

U. S. GUNBOAT PITTSBURG,
Off Fort Pillow, Tenn., June 11, 1862.

SIR: Your letter of the 10th instant has just been received, and please accept my thanks for your complimentary mention of missing me on Friday.

I respectfully report in reply to my "query" in regard to the captured steamer I have, that she can carry, with advantage, a howitzer forward, and with but little expense can be made a serviceable vessel for navigating the shoal rivers emptying into the Mississippi. She will answer admirably in the Tennessee or Cumberland River to intimidate bushwhackers, or can navigate the rivers below Memphis, where a light-draft vessel is needed, or can be used to tow boats up them.

I shall build a rifle barricade around her deck, the lumber for which I can get out of the fort, and do the work with the carpenters of the vessel. By mounting a howitzer upon her and painting her black she can penetrate far into the interior and overawe the restless people residing along the banks. She can not stand artillery, as she is built very light, but made proof against musketry. She needs only new cams for her engine, as those in her are worn out, and some boiler iron to put around her pilot house and some other small repairs.

The expense of fitting her out will be very little, and if you will please send me an order to Captain Pennock to send me the articles necessary I will soon have her ready for service.

Fuel for her can be found along the banks, or I can use coal. I shall need coal shortly.

Very respectfully, your obedient servant,

EGBERT THOMPSON,

Lieutenant, Commanding.

Commodore CHARLES H. DAVIS, U. S. Navy,

Commanding Western Flotilla.

Report of Lieutenant Thompson, U. S. Navy, commanding U. S. S. Pittsburg, transmitting report of board of survey on captured steamer.

U. S. GUNBOAT PITTSBURG,

Off Fort Pillow, Tenn., June 11, 1862.

SIR: I have used the prize steamer and find some little repairs are necessary to make her reliable. I respectfully herewith forward a report of a survey held upon her and request she may go to Cairo to make the necessary repairs. It is advisable she should be towed up, as the engines may get out of order going up. She can be hauled about and towed as easily as a launch.

I shall send a third assistant engineer and five or six men up in her to work at the engines and care for her up there.

Some boiler iron is needed around the pilot house, and it can be cut to form much easier up there. All the carpenter's work, mounting the howitzer, building the rifle barricade, I can do here, and will mount the ship howitzer. I can man her from the crew of this vessel.

I would like to have permission to ship a man that is better posted up in handling an engine than those I have.

I would like to have her as soon as possible. It is my intention to use her to lay alongside the fort during the day for those coming in to resort to, and have the paymaster on board to administer the oath

of allegiance, settle the uncertain feeling of those residing hereabouts in regard to what course the Federal Government will pursue with them, and thus quiet down the people. The rebels have circulated the report it is dangerous for any of them to fall into our hands, and many are intimidated from coming in. However, many of them venture in and are pleased to learn that if they go home, attend to their own business, and have nothing to do with the bogus Confederacy they will not be molested. Some of them fear guerrilla bands.

I have learned the names and residences of some of the most prominent secessionists here. I send a scouting party out occasionally over the fort.

I learn some of the people have cotton. Some of the unimportant articles laying around the back side of the fort have been taken. I shall try and stop it.

Very respectfully, your obedient servant,

EGBERT THOMPSON,
Lieutenant, Commanding.

Commodore CHARLES H. DAVIS, U. S. Navy,
Commanding Western Flotilla.

P. S.—I respectfully state I have received your letter of to-day. This letter was written to have ready for the Memphis steamer, and have not time to write another before the arrival of the down steamer.

I will send the captured steamer down to you with a memorandum of the repairs I suggest making.

[Enclosure.]

U. S. GUNBOAT PITTSBURG,
Off Fort Pillow, Tenn., June 11, 1862.

SIR: In obedience to your order of this date we held a survey upon the steamer referred to, and respectfully report that we find the boiler new and in good condition, with the exception of the safety-valve lever, which requires to be replaced, the valve gear overhauled, and new cams put in, also the pitman overhauled and new jaw braces. We also deem it advisable for the cranks to be banded.

In our opinion, the work can be done to much better advantage near a foundry, as we have poor facilities for doing the work here, and some castings have to be made.

We recommend she be sent to Cairo, where she can be near a workshop. The work can be done in three or four days with ordinary labor. The cost, we suppose, will be about \$200.

Very respectfully, your obedient servants,

GEO. H. ATKINSON.
CHARLES W. BLESSING,
Third Assistant Engineer.
GEO. W. SANFORD.

Lieutenant EGBERT THOMPSON,
Commanding U. S. Gunboat Pittsburg.

Order of Flag-Officer Davis, U. S. Navy, to Lieutenant Thompson, U. S. Navy, regarding captured vessel.

JUNE 12, 1862.

SIR: I have received your letter of the 11th instant, with the enclosed report of a survey upon the captured steamer.

I approve of your proceedings, as far as communicated, wholly.

Lieutenant Commanding Bryant will join you to-day with the *Cairo* and remain with you until you leave the station for repairs, in order that he may become acquainted with the duties and interests placed under his charge.

If any ——— is within your reach, and you can collect it or persuade the runners to bring it and send it to market, it can be put on board the towboat which I am about to send, with a barge to transport the guns.

Very respectfully, your obedient servant,

C. H. DAVIS,
Commodore.

Lieutenant Commanding EGBERT THOMPSON.

Order of Flag-Officer Davis, U. S. Navy, to Lieutenant Bryant, U. S. Navy, for the collection and transportation of guns from Fort Randolph.

JUNE 12, 1862.

SIR: You will proceed in the gunboat *Cairo* to Fort Pillow and communicate with Lieutenant Commanding Thompson in relation to the guns at Fort Randolph, some of which are still in position. He will give you all the information necessary to enable you to take possession of these guns.

Collect them together at a convenient place for embarkation and I will send a towboat and scow to carry them to Cairo.

You will remain at Fort Pillow until further orders, exercising the utmost vigilance in the preservation of public property in regard to the motions of the enemy.

You will also communicate with me from time to time by means of the mail boats.

Very respectfully,

C. H. DAVIS,
Commodore.

Lieutenant Commander N. C. BRYANT,
Commanding Cairo.

Letter from Captain Davis, U. S. Navy, to Captain Maynadier, U. S. Army, commanding mortar fleet, requesting a detail of men.

JUNE 12, 1862.

SIR: I will thank you to furnish to Captain Kilty, of the *Mound City*, ten men of the mortar fleet, to bring up a transport supposed to be below.

Very respectfully,

C. H. DAVIS,
Commodore.

H. E. MAYNADIER,
Captain of Tenth U. S. Infantry.

Letter from Captain Davis, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding general matters.

JUNE 12, 1862.

SIR: I send you a telegraphic dispatch for the Secretary of the Navy.

I return to you my letter of the 5th, because it contains directions concerning other matters besides the telegraphic dispatch. I send back also with it Mr. Baer's letter of the 3d instant relating to coal.

The mistake of Captain Carroll in regard to the dispatches seems to be one of those blunders that even the cleverest people are liable to commit.

I enclose the acceptance of Charles M. Blasdell, engineer, gunboat *Essex*.

The *Red Rover* has not yet arrived, but I am momentarily expecting her.

Very respectfully,

C. H. DAVIS,
Commodore.

Captain A. M. PENNOCK,
Naval Depot, Cairo, Ill.

Letter from Captain Davis, U. S. Navy, to Doctor Robarts, of the Ram Fleet, granting permission for removal of sick to hospital boat Red Rover.

JUNE 12, 1862.

SIR: It gives me great pleasure to conform with your request of this date, and to consent to the removal of the sick of the Ram Fleet to the hospital boat *Red Rover*. for which this will be your authority.

Very respectfully,

C. H. DAVIS,
Commodore.

Dr. J. ROBARTS,
Surgeon Ram Fleet.

Letter from Quartermaster Wise, U. S. Army, to Flag-Officer Foote, U. S. Navy, describing the new hospital boat Red Rover.

OFFICE OF NAVAL DEPOT,
Cairo, June 12, 1862.

MY DEAR COMMODORE: * * * I wish that you could see our hospital boat, the *Red Rover*, with all her comforts for the sick and disabled seamen. She is decided to be the most complete thing of the kind that ever floated, and is every way a decided success. The Western Sanitary Association gave us, in cost of articles, \$3,500. The ice box of the steamer holds 300 tons. She has bathrooms, laundry, elevator for the sick from the lower to the upper deck, amputating room, nine different water-closets, gauze blinds to the windows to keep the cinders and smoke from annoying the sick, two separate kitchens for

sick and well, a regular corps of nurses, and two water-closets on every deck.

We think that the gunboats have nearly finished their work, and that a different kind will be required for the future. The old boats will be used as floating batteries, to be stationed at New Orleans, Vicksburg, Memphis, and Island No. 10. Fast boats, with light, powerful armaments, will act as a river police and keep the river open. * * *

Captain Pennock is as busy as usual. Winslow has gone down the river to take command of the *Cincinnati*. Sanford is now in Cairo. Porter is getting the *Essex* ready at about twice the expense authorized by you, but if she does not draw too much water will be a very efficient vessel. * * *

Respectfully and truly, yours,

GEO. D. WISE.

Flag-Officer A. H. FOOTE, U. S. Navy,
Cleveland, Ohio.

Report of Captain Davis, U. S. Navy, regarding the delayed departure for White River, of a division of the squadron under his command.

JUNE 12, 1862.

SIR: I have the honor to transmit to the Department a copy of a telegraphic dispatch which I sent from Fort Pillow, but which, through a misapprehension of the captain of the mail boat, was not delivered.

I received this morning your telegraphic dispatch of the 10th instant, which I have answered by telegraph.

A division of the squadron was on the point of sailing for White River under Commander Kilty, to form a junction with General Curtis, but will now be delayed until Colonel Fitch can prepare the commissary transports to accompany him.

Very respectfully,

C. H. DAVIS,
Commodore.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of War to Colonel Ellet, commanding Ram Fleet, forwarding appointments for surgeons.

WASHINGTON, June 13, 1862.

The appointments for Doctor Robarts as fleet surgeon and Doctor Lawrence as assistant have been made and forwarded to you by mail via Cairo.

I am glad to learn that you are not entirely disabled, and hope that you may be able to give the finishing stroke to the enemy at

Vicksburg. Please send me by mail a full description of the vessels comprising your fleet, its armament, force, and equipment, and where you prepared them, and the cost, suitable for a report to Congress.

EDWIN M. STANTON,
Secretary of War.

Colonel CHARLES ELLET, Jr.,
Commander of United States Ram Fleet, off Memphis.

Report of Flag-Officer Foote, U. S. Navy, regarding his physical condition, requesting a decision from the Department regarding his future course.

CLEVELAND, June 13, 1862.

SIR: It becomes my unpleasant duty to inform the Department that my health, arising from my wound at Fort Donelson, in the estimation of the best medical advice of this city, is such as would imperil my efficiency were I to resume my duties on the Mississippi River for two or three months to come.

Under these circumstances, I submit to the decision of the Department whether I shall return immediately to my duties in the flotilla or receive a three months' leave of absence, or even be detached altogether from my command, for the purpose of trying the effects of salt air, as recommended, with the hope of an early restoration to health and regaining the use of my wounded foot, now confining me, as it has done for the past four months, to the use of crutches.

The physicians whom I have consulted all unite in the opinion that unless I can have two or three months' rest for my foot that it will soon be in a condition which will leave me a cripple for life, although by rest in bed for the last fortnight it has sensibly improved, and its use, with my general health, would doubtless be restored in three months, could I have entire repose or command of my time for that period.

I am aware that while there seems to be little or no prospect of further fighting on the Western rivers, which may now be said to be cleared of their powerful rebel batteries and gunboats, the reorganizing, arranging, and distribution of the flotilla to protect the peaceful commerce of the rivers against a guerrilla warfare, superadded to the great difficulties incident to the settlement of accounts arising from the past hybrid character of this peculiar service, require an officer of experience, prudence, and good judgment; yet, as the grand object of my mission has been virtually accomplished, may I not, without detriment to the service or my professional standing, now be permitted to have the necessary time to recuperate my exhausted health, impaired in the arduous and responsible duties incident to the creation and the active and successful services of the flotilla under my command?

I have given myself to my country, and wish the Department to decide my case solely with reference to the interests of the service.

If it will not be considered premature, I wish further to remark that when this rebellion is crushed, and a squadron is fitted out to enforce the new treaty for the suppression of the African slave trade, as I have had long and successful experience in African cruising, as the Secretary of State is aware, and being perhaps favorably known

to English officers and statesmen for my services on the African coast, as illustrated by the remark of Mr. Everett to me a few days since that the Earl of Aberdeen expressed himself as highly pleased with my course there, and that an officer of experience, firmness, and of conciliatory spirit is necessary to harmoniously carry out the said treaty, I should be pleased to have command of the African squadron; but so long as the rebellion continues it will be my highest ambition to be actively employed in aiding in its suppression.

Enclosed is the certificate of my attending physicians.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

*Report of Captain Davis, U. S. Navy, transmitting report of officers
after examination of navy yard at Memphis, Tenn.*

U. S. FLAG-STEAMER BENTON,
Memphis, June 13, 1862.

SIR: Your telegraphic message to Commander Pennock concerning the navy yard at this place was referred to me.

I have now the honor to transmit to you the report of Commander B. M. Dove and Lieutenant Commanding S. L. Phelps on the present status of that property.

Very respectfully, your most obedient servant,

CHARLES H. DAVIS,
*Flag-Officer, Commanding Western Flotilla,
Mississippi River, pro tem.*

HON. G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. FLAG-STEAMER BENTON,
Memphis, Tenn., June 13, 1862.

SIR: We have the honor to report that in obedience to your order we have examined the premises formerly occupied as a navy yard by the United States, and find that in the year 1856 the city of Memphis caused the property to be divided into lots, to be leased for the term of thirty years; and that nearly the entire premises are now occupied under such leases. That part of the old yard above the sea wall, divided in lots, is now built upon mostly with wooden houses of two stories. There are some twelve or fifteen of these tenements, and these are nearly all the buildings erected upon the ground, with the exception of some additions to the old Government buildings, now used as an oil mill, and a few very small houses. The Memphis and Ohio Railroad Company occupy a portion of the grounds and buildings for depot purposes. The Rope Walk buildings are complete, but now occupied for various mechanical purposes, one portion being used as a foundry for casting mortar, cannon, etc. The wall formerly enclosing the premises has been removed. The commandant's quarters are occupied, but un-

altered. The ground in front has been considerably enlarged by river deposit, and the water is not of good depth.

It appears that the city of Memphis has mortgaged the entire property and pledged the rents and taxes, amounting to about \$22,000 per annum, to secure bonds, in the sum of \$300,000, issued by the city in aid of the M. & O. Railroad Company. It also appears that all the leases expire in the year 1886.

In closing this report, we would suggest that it is possible that the best position in the vicinity of Memphis for a navy yard was not selected, and that the sum necessary for the purchase of lease and mortgage claims on the old yard property might be more judiciously expended in a new location. The rebels have recently constructed two gunboats of large size at a point near Fort Pickering.

Very respectfully, your obedient servants,

BENJ. M. DOVE,
Commander.

S. L. PHELPS,
Lieutenant Commanding, U. S. Navy.

Flag-Officer CHAS. H. DAVIS,
Commanding (pro tem.) Gunboat Flotilla, Western Waters.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting report regarding the capture of steamer Clara Dolsen, June 14, 1862.

No. 87.]

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 15, 1862.

SIR: The steamer *Clara Dolsen*, now used as a receiving ship, and fitted up at government expense, was captured up White River engaged in the service of the rebels. There is evidence enough to condemn her, and hang half the persons on board of her. I see by the papers that the pretended owners are going to give bonds at \$90,000, and have applied to the marshal to take possession. The half interest owned by Mr. Denning, her clerk, has been purchased by Captain Bart Able and Albert Pearce, of St. Louis. They propose to take the boat, and await the decision of the court before which the case is to be tried. She is now the property of the Government by the right of capture; a good deal of expense has been incurred in altering her for a receiving ship. She is one of the finest boats on the river, and I think it would be desirable for the Department to instruct the district attorney for southern district of Illinois to proceed with her condemnation. There is more evidence on file against her than any vessel that has been captured, and it has caused remark that she should so long remain in court, when the case is so clear. I shall not deliver her up unless instructed by you to do so.

I have the honor to be your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

I have the honor to enclose a letter from Quartermaster George D. Wise on the subject.

D. D. PORTER.

[Endorsement.]

The vessel having been captured and passed, as I suppose, into the possession of the courts for adjudication, the Department can not interfere in the matter.

[Enclosures.]

OFFICE OF MISSISSIPPI FLOTILLA,
Cairo, Ill., November 16, 1862.

SIR: In answer to your request for information as to the capture of the steamer *Clara Dolsen*, now in the service of the flotilla as a receiving ship, I have to say that she was first discovered at Helena by the gunboat *Lexington*, Lieutenant Commanding James W. Shirk, on the 13th of June, 1862, shortly after the fight at Memphis. The *Lexington* was part of a division under the command of Captain A. H. Kilty, U. S. Navy.

Lieutenant Commanding Shirk was ordered to bring the *Clara Dolsen* to, but she started down the river with all speed and the *Lexington* was unable to overtake her. The gunboat *Mound City* and tug *Spitfire* fired several shots at her, to which she paid no attention. The chase was continued on the following day, and the armed tug *Spitfire* being in advance, proceeded up White River, and some distance from the mouth of the river discovered the steamer hid away in a narrow slough, and coming upon her suddenly took possession. The *Clara Dolsen* is a fine new steamer and was appraised by a board of officers appointed by Admiral Davis at \$31,000. All the documents to assist in her condemnation were furnished to Mr. D. L. Phillips, U. S. marshal, Southern District Illinois, whose address is Springfield, and to Lawrence Weldon, esq., U. S. district attorney, Clinton, Ill.

The case is not yet decided, although the marshal informed me that he had ample proof to condemn the boat.

An influential firm in St. Louis, J. & E. Walch & Co., claims to be the owner of the *Clara Dolsen*, and that she was used by the rebels against their will. They say that the captain of the boat had orders, on the first opportunity, to deliver her to the Union forces. We know that he made every effort to escape from them. There were also over 100 bales of cotton on board, which they also claim, acknowledging at the same time that this cotton was purchased by their agent while the river was in the power of the rebels. The boat was also undoubtedly used for public purposes by the rebel Government, and with the consent of the owners.

Colonel Fry, the rebel officer, formerly in our Navy, who commanded fort at St. Charles, on the White River, and was taken prisoner at the capture of that fort, informed me that the *Clara Dolsen* was under his orders, and he had directed her to be brought into the White River to be sunk near the fort to obstruct the navigation. He also informed me that he had always understood she was owned at least one-half by Southern owners. The fact of it is, that in most of the steamers which remained South after the rebels took possession of the Mississippi, having ample time to escape if they had wished, it was found convenient to have two owners, one North and the other South, so that their bread would be sure to fall "butter side up."

It is also stated that the *Cara Dolsen* was sent South after the blockade was established. Walch & Co. have used every endeavor to get possession of their boat, and finding that the evidence they brought forward might impugn their own loyalty, of which they have not too good a record, they have made a sale of one-half their interest to certain parties in St. Louis supposed to have powerful influence, in order to push it through in that way. I hope it will be in your power to head off all these combinations, keep in your possession a boat very valuable to the squadron at this present time, and secure the officers and men who captured her their well-earned prize money.

I am, very respectfully, your obedient servant,

GEO. D. WISE,

Captain and Assistant Quartermaster, late with Gunboat Flotilla.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

On Friday, the 13th day of June, 1862, a division of United States gunboats, consisting of the *Mound City*, *St. Louis*, and *Lexington*, under the command of Commander A. H. Kilty, U. S. Navy, while steaming down the Mississippi River, came in sight of the town of Helena, Ark. Lying at the landing was the steamboat *Clara Dolsen*. Upon the gunboats heaving in sight, the people in charge of the *Clara Dolsen* got up steam in her boilers and steamed down the river. The gunboat *Mound City* and the tug *Spitfire* fired several guns at her to bring her to, to which she paid no attention. I, in command of the gunboat *Lexington*, in obedience to an order from Commander Kilty, gave chase to the *Clara Dolsen* in the vessel which I had charge of, and chased her to within about 15 miles above the mouth of White River. Darkness and the superior speed of the *Clara Dolsen* enabled her to escape from the *Lexington*.

JAMES W. SHIRK,
Lieutenant-Commander.

Subscribed and sworn to before me at Cairo, Ill., on the 16th day of August, 1862.

DAVID HANNON,
Notary Public.

Operations in the White River, June 13-July 9, including capture of batteries at St. Charles, Ark., June 17, 1862.

Letter from Brigadier-General Strong, U. S. Army, to Flag-Officer Davis, U. S. Navy, transmitting telegram from Major-General Halleck, U. S. Army, inviting co-operation.

HEADQUARTERS U. S. FORCES,
Cairo, Ill., June 8, 1862.

SIR: I have just received the enclosed telegram from Major-General Halleck to you, which I hasten to dispatch by the bearer, my assistant adjutant-general, M. G. V. Strong, who is charged to deliver the same to you in person. I also enclose copy of General Halleck's telegram to me, accompanying yours and received at same time, and

have dispatched the steamers *Alhambra* and *La Crosse*, with forage and commissary stores, as directed by telegram to me, of which I have enclosed you a copy. Please afford my assistant adjutant-general every facility for prompt return to Cairo.

WM. K. STRONG,
Brigadier-General, Commanding.

Flag-Officer DAVIS,
Flagship Benton, Memphis.

[Enclosure—Telegram.]

CORINTH, June 8, 1862.

Send a steamer with following dispatch to Commodore Davis at Memphis; also send provisions and forage there, if you have them.

H. W. HALLECK,
Major-General, Commanding.

Brigadier-General STRONG.

[Subenclosure—Telegram.]

CORINTH, June 8, 1862.

It is of pressing importance that you immediately send some gunboats down the Mississippi or up White River to Jacksonport, to communicate with General Curtis and capture enemy's gunboats and steamers in White River, so that General Curtis can be supplied and reinforced by that route. It is the earnest wish of the War Department that this be done without delay.

H. W. HALLECK,
Major-General.

Commodore DAVIS,
Western Flotilla, Care General Strong.

Letter from the Secretary of War to the Secretary of the Navy, transmitting request from Major-General Halleck, U. S. Army, for cooperation of gunboats.

WAR DEPARTMENT,
Washington City, D. C., June 10, 1862.

SIR: I have the honor to submit herewith a copy of a telegram received from General Halleck, and would earnestly request that orders may be given Commodore Davis to render the aid with his gunboats that is desired by General Halleck.

Very respectfully, your obedient servant,

EDWIN M. STANTON,
Secretary of War.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

CORINTH, June 8, [1862].

Major-General Curtis wishes permission to raise two regiments of infantry in Arkansas. He has been hard pressed by the enemy, and compelled to fall back behind White River. I have directed Com-

modore Davis to send gunboats down the Mississippi and up the White River. If he will do so, I can supply and reinforce Curtis by that route. The roads are so bad in Missouri that it is almost impossible to reach him by land. The evacuation of Forts Pillow and Randolph is confirmed. The flotilla occupied Memphis without opposition.

H. W. HALLECK,
Major-General.

HON. EDWIN M. STANTON,
Secretary of War.

[Telegram.]

NAVY DEPARTMENT, *June 10, 1862.*

Use every exertion in conveying supplies up the White River to the army of General Curtis.

GIDEON WELLES.

Flag-Officer C. H. DAVIS,
Commanding Western Flotilla (pro tem.), Cairo, Ill.

[Telegram.]

JUNE 12, 1862.

Your telegraphic dispatch of the 10th is received. Immediate steps are taken to carry it into execution.

C. H. DAVIS,
Commodore.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to the Secretary of War, transmitting report of Captain Davis, U. S. Navy.

NAVY DEPARTMENT, *June 17, 1862.*

SIR: I have the honor to transmit herewith, for your information, an extract from a communication, dated the 10th instant, received from Flag-Officer Charles H. Davis, commanding Western Flotilla pro tempore, relative to a contemplated expedition up White River.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

HON. E. M. STANTON,
Secretary of War.

[Enclosure.]

U. S. FLAG-STEAMER BENTON,
Memphis, June 10, 1862.

SIR: I have the honor to inform the Department that I am preparing an expedition to go up White and the Arkansas rivers in pursuit of the few remaining rebel gunboats, of which one only, the

Van Dorn, that escaped on the 6th, is formidable. I received this morning a telegraphic message from General Halleck, urging me to open communication with General Curtis by way of Jacksonport. I shall, therefore, alter the original design of the expedition so far as to limit it to the waters of White River, so long as its presence may be necessary to give support to General Curtis.

The captured gunboats, *General Bragg* and *Sumter*, have gone to Cairo for repairs. The *Little Rebel* will go to-morrow. I am now employed in raising the *General Price*. If the effort is successful we shall save four prizes.

Lieutenant Commanding E. Thompson, of the gunboat *Pittsburg*, stationed at Fort Pillow, has captured a small steamer. Lieutenant Joshua Bishop, on his way up the river in the *General Bragg*, captured a rebel steamer with cotton on board. The circumstances have not yet been reported to me.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,
*Flag-Officer, Commanding Western Flotilla,
Mississippi River, pro tem.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Colonel Ellet, commanding Ram Fleet, announcing intended departure of a portion of his command for cooperation in White River.

OPPOSITE MEMPHIS, *June 11, 1862.*

SIR: The expedition which I proposed to make in conjunction with the gunboats has been delayed. It is now proposed to set out to-morrow, the commodore contributing two gunboats and I three rams and a small tug.

The destination of the expedition is up White River, to cooperate with General Curtis, and endeavor to capture some rebel gunboats which Commodore Davis supposes to be there. I can not spare Lieutenant-Colonel Ellet for this expedition, and shall place that portion of it which I contribute under the command of the bearer of this note, Lieutenant George E. Currie, of the Fifty-ninth Illinois, who has not yet had a chance to do much, but who I feel sure with opportunity will justify my confidence.

Respectfully,

CHARLES ELLET, Jr.,
Colonel, Commanding.

Hon. E. M. STANTON,
Secretary of War, Washington, D. C.

Letter from Colonel Ellet, commanding Ram Fleet, to Captain Davis, U. S. Navy, regarding plan of cooperation.

BEFORE MEMPHIS, *June 11, 1862.*

SIR: I received your verbal proposition this morning through Captain Phelps to send off a detachment of my fleet to-day to co-

operate with two of the gunboats of your squadron in an expedition up White River, the whole to be placed under the command of one of your officers.

I find the notice is too short. All my boats are nearly out of provisions, and several of them were last night directed to blow off and clean out their boilers to-day. I know nothing, however, to prevent the expedition from starting to-morrow, if we can obtain subsistence for the trip from your fleet. But I think it would be better to keep the two branches of the expedition entirely distinct, that emulation may be excited and that some men of spirit in the Ram Fleet who had not a chance to distinguish themselves at Memphis may have it on this occasion. I could contribute the *Lancaster*, a side-wheel steamer, the best I have for that purpose, two stern-wheel rams, the *Mingo* and *Lioness*, and the *Horner* as a tug, to tow a couple of coal barges. I propose to place the whole of this expedition under the command of the bearer of this note, Lieutenant George E. Currie, with instructions to cooperate in every respect cordially and energetically with your officers, taking either the advance or the rear, as they may prefer, but reserving for him the privilege of driving his rams against the enemy whenever he gets a chance.

Let me call your attention to the necessity of having some concerted signals by which our fleet may be known, to guard against accident, in the event that another expedition may be sent down the Mississippi.

Very respectfully,

CHARLES ELLET, JR.,
Colonel, Commanding.

Commodore C. H. DAVIS,
Commanding Western Flotilla.

Letter from Captain Davis, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, acknowledging offer of cooperation.

U. S. FLAG-STEAMER BENTON,
Memphis, June 11, 1862.

COLONEL: It gives me pleasure to acknowledge the receipt of your letter of to-day in reply to the communication I made you through the acting fleet-captain of this squadron.

The intentions of the service in view would be retarded rather than promoted by the presence of a force acting under divided authority.

The report received from the *Sumter* this morning is such as to justify the expectation that she will be able to follow the gunboats in a few days.

Very respectfully, your most obedient servant,

C. H. DAVIS,
Flag-Officer, Commanding Western Flotilla, Mississippi River.
Colonel C. ELLET,
Commanding Ram Fleet, Memphis, Tenn.

Letter from Captain Davis, U. S. Navy, to Colonel Fitch, U. S. Army, requesting cooperation in the White River in opening communication with Brigadier-General Curtis, U. S. Army.

JUNE 14, 1862.

COLONEL: You are aware that in pursuance of telegraphic dispatches from General Halleck and from Washington I have sent three gunboats into White River to open communication with General Curtis.

In consequence of the arrival to-day of the steamer *White Cloud* with stores for Jacksonport, and in order to assist in meeting the requisitions made upon you by General Strong and Colonel Parsons for a safe escort or sufficient guard to accompany the *White Cloud*, I have prepared the gunboat *Conestoga*, which vessel is now ready to sail as her convoy.

But I have been very recently informed that a raft of wet and heavy timber has been sunk in the lower part of White River; I have therefore to request that you will accompany this expedition with the Indiana regiment under your command to assist in the removal of this raft and to protect the seamen while at work in the open river from the enemy's guerrillas concealed in the thick timber. I beg leave, very respectfully, to remind you that the orders of General Pope provided for the cooperation of the force under your command with that of the flotilla, and I am satisfied that this is one of those instances in which that cooperation will contribute largely to the advancement of the public service, if indeed it is not actually indispensable to it.

I am, colonel, very respectfully, your most obedient servant,

C. H. DAVIS,

Commodore Commanding Western Flotilla.

Colonel G. N. FITCH.

Report of Captain Davis, U. S. Navy, regarding the departure of detachments under Commander Kilty, U. S. Navy, and Colonel Fitch, U. S. Army, for White River.

U. S. FLAG-STEAMER BENTON,

Memphis, June 15, 1862.

SIR: I have the honor to inform the Department that a detachment of this squadron, under command of Commander A. H. Kilty, consisting of the *Mound City*, *St. Louis*, and *Lexington*, sailed on the morning of the 13th instant for White River and Jacksonport, and that this morning a transport with provisions and another with the Forty-sixth Indiana Regiment, Colonel G. N. Fitch, sailed for the same destination, under convoy of the gunboat *Conestoga*.

The business of Memphis is about to be resumed. Five transports and steamers arrived from above this morning.

Merchandise for shipment, embracing sugar, cotton, and molasses, is gradually accumulating upon the levee.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,

Flag-Officer, Commanding Western Flotilla, Mississippi River.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Davis, U. S. Navy, announcing the first report from the expedition.

U. S. FLAG-STEAMER BENTON,
Memphis, June 16, 1862.

SIR: I have the honor to inform the Department that to-day I have received the first report from the expedition under the command of Commander Kilty.

It had advanced up the White River as far as the Arkansas Cut-off, into the examination of which Commander Kilty was about to enter at the time of writing.

The enemy is endeavoring to block up the river by sinking rafts of wet and heavy timber and by other means, working under the protection of two gunboats.

Commander Kilty has captured and sent up the *Clara Dolsen*, one of the largest, handsomest, and in every respect finest steamers on the river.

I am told that there is a great deal of cotton on the bottom lands of the St. Francis River. I shall enquire into this as soon as I have the means.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,
*Flag-Officer, Commanding Western Flotilla,
Mississippi River, pro tem.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Lieutenant McGunnegle, U. S. Navy, to First Master Duble, to assume command of the U. S. S. Mound City.

U. S. GUNBOAT ST. LOUIS,
White River, June 17, 1862.

SIR: You are hereby ordered to take command of the U. S. Gunboat *Mound City*.

I am, very respectfully, your obedient servant,

W. MCGUNNEGLE,
Lieutenant, Commanding.

First Master JOHN A. DUBLE,
U. S. Gunboat Conestoga.

Report of Lieutenant McGunnegle, U. S. Navy, commanding U. S. S. St. Louis, regarding the attack on St. Charles batteries and explosion on board the U. S. S. Mound City.

U. S. GUNBOAT ST. LOUIS,
St. Charles, White River, Ark., June, 18, 1862.

SIR: I have the honor to submit the following report:

On the morning of the 16th instant, the *Conestoga* and transports having reached us, we got underway from a point called Arkansas Cut-off and stood up the river to within about 5 miles of this place,

when we anchored for the night. Captain Kilty sent off a reconnoitering party in the tug. At 6 o'clock the next morning we got underway and proceeded up the river in the following order, viz: *Mound City*, *St. Louis*, *Lexington*, *Conestoga*, and transports. When within 2 miles of the fortifications we discovered the enemy's pickets. The *Mound City* and the gunboats immediately opened fire; at the same time Colonel Fitch landed his regiment, and as we drove them in they followed them up. We continued to stand on, firing on either side and ahead as we went. Soon we came to a bend in the river, which I conceive to be about a mile in length. Almost at the upper end were sunk three boats across the river (they afterwards proved to be the rebel gunboat *Maurepas* and river boats *Eliza G.* and *Mary Patterson*), and abreast of these obstructions, on the port hand, was a bluff, on which we imagined the battery would be situated, although we could not see a gun on account of the trees.

Captain Kilty stood boldly on, closely followed by the other gunboats, firing as we went. Soon the enemy responded. The moment we discovered the situation of the enemy's battery the cannonading from our side became terrific. In a few moments the *Mound City* had advanced to within about 600 yards of the enemy, when a well-directed shot from a new battery situated a little higher up the bluff penetrated her port casemate a little above and forward of the gun port, killing three men in its flight and exploding her steam drum. So soon as this sad accident occurred many of her crew leaped overboard; all boats were instantly sent to their relief. The positions of the gunboats at this time were as follows: The *Mound City*, followed by the *St. Louis* and *Lexington*, the *Conestoga* being abreast of the latter vessel. The *Mound City* drifted down and across the stream. The *Conestoga* boldly came up and towed her out of action; the *St. Louis* and *Lexington* moved closer to the upper battery (the lower one being by this time silenced) and continued to pour in shot and shell, the enemy shooting the while at the *St. Louis* and the wounded of the *Mound City* struggling in the water.

Some ten minutes after the explosion on board the *Mound City* Colonel Fitch made signal for us to cease firing, which I did, and in five minutes after we ceased firing he gallantly charged their battery and carried it without the loss of a single man. Eight of the enemy were left dead, 29 were taken prisoners, including Captain Joseph Fry, commander of the post, late lieutenant, U. S. Navy, and all their guns and ammunition.

Our victory was a complete one, but the loss of life on board the *Mound City* by the explosion of the steam drum is frightful. Their batteries consisted of two 12-pounder brass pieces, two 9-pounder Parrott rifles, and two 42-pounder rifled seacoast howitzers. So soon as I was sure we had gained the victory I repaired to the *Mound City*, and to endeavor to describe the howling of the wounded and the moaning of the dying is far beyond the power of my feeble pen. Among the scalded and suffering was the brave Commander Kilty, who but a short time before I had seen proudly pacing his deck with the enemy's balls whizzing past him. He fought his ship most gallantly. All honor to his name.

My first care on assuming command of the gunboats was to make the best possible provisions for the wounded in this as in the recent

engagement with the enemy. Lieutenants Commanding Shirk and Blodgett rendered every assistance in the power of men. For their skill and bravery in action and the energy displayed by them to assist the wounded, they are deserving of the highest honors; and in this connection I will also mention that Dr. George W. Garver, of the *Lexington*, and Dr. William H. Wilson, of the *Conestoga*, were untiring in their attention to the wounded. The above four officers, I think, richly deserve to be especially mentioned.

After consulting with the commanding officers it was decided to send the wounded to Memphis on board the *Conestoga* and *Musselman* (Colonel Fitch kindly loaning the latter-named boat), with all the surgeons; but what to do with the *Mound City* was a more perplexing question. I was told by the pilots that it would take several days to tow her out of the river, it being so narrow and crooked. The surgeons represented the delay would prove fatal to many whose lives might be saved. From what I had seen and heard on this river, I must push on with all haste, lest the enemy would fortify.

After mature deliberation I concluded to get as many men from Colonel Fitch as he could spare, and with First Master John A. Duble in charge, together with two other officers and the men unhurt of her own crew, would leave her here and proceed up the river as far as I could prudently with the river falling as rapidly as it is.

The only two officers that were not killed or wounded on board the *Mound City* were the first master, Mr. Dominy, and the gunner, Mr. McElroy. I deemed it best to send Mr. Dominy up to Memphis; not that he did not perform his duty well (for I am sure he did, as I saw him in the thickest of the fight, moving about on the upper deck), but simply for a change. He having witnessed the terrible catastrophe, his mind appeared to be greatly exercised. Mr. McElroy is now on board the *Mound City*.

We buried last night 59 of her crew; there now are 26 on board unscathed. Many, very many, must have been killed by the enemy while they were struggling in the water. I was quite close to the spot and distinctly saw and remarked on the cowardly act at the moment they were perpetrating it. An accident also happened to the transport *New National*. One of the bow guns of the *Mound City*, being loaded, cocked, and primed, the lock string lying on the deck, one of the wounded men rolled on it, which set it off; it was loaded with grape. One of the shot passed through the steam pipe of the *New National*, fortunately injuring no one, but she will have to run on one wheel.

I found your instructions to Captain Kilty, to guide him in this expedition, and be assured I will exert myself in every endeavor to carry them out.

In conclusion, let me inform you that the officers I command displayed gallant conduct during the action, and am happy to say there were no casualties on board this gunboat.

I am, very respectfully, your obedient servant,

W. MCGUNNEGLE,
Lieutenant, Commanding.

Flag-Officer C. H. DAVIS,

Comdg. Western Flotilla, Mississippi River.

Memphis, Tenn.

Report of Lieutenant Shirk, U. S. Navy.

U. S. GUNBOAT LEXINGTON,
St. Charles, Ark., June 18, 1862.

SIR: I have the honor to report that on the morning of the 17th instant I got underway, in company with the gunboats *Mound City*, *St. Louis*, and *Conestoga*, in this vessel, in obedience to a signal from the senior officer, Commander A. H. Kilty, and followed him up the river until near the battery the enemy had crected at St. Charles.

I then, in the *Lexington*, took the position assigned me on the right-hand side of the river going up, and at 9.14 commenced firing at the enemy. We were unable, on account of the bend in the river, to see the rebel battery, but occasionally could see the smoke of their guns and fired at that place.

At 10.03 a. m. the *Mound City*, while close under the battery and advancing gallantly, was struck by a rifle shot, which penetrated her side and steam chest and completely disabled her. I still kept up firing until the battery was silenced, and then ceased. A few minutes afterwards an army officer attached to Colonel Fitch's command hailed us and said, "We have the battery." I then proceeded up and boarded the rebel gunboat *Maurepas* and transport *Eliza G*, which were sunk in the middle of the river to obstruct our passage. On board of the former I found several official papers which I have handed over to Lieutenant Commanding McGunnege, of the *St. Louis*.

On board this vessel there were expended 14 Parrott shell, 4 Parrott shot, and two 8-inch shell.

During the action the officers and men whom I have the honor to command displayed their usual good and gallant conduct.

I am happy to say that there were no casualties on board the *Lexington*.

I have the honor to be, sir, your most obedient servant,
 JAMES W. SHIRK,
Lieutenant, Commanding.

Flag-Officer CHARLES H. DAVIS,
*Commanding the U. S. Naval Forces on the
 Western Waters, Flagship Benton, Memphis, Tenn.*

Report of First Master Duble, assigned to command U. S. S. *Mound City* at the time of the explosion on board that vessel.

U. S. GUNBOAT MOUND CITY,
St. Charles, Ark., White River, June 18, 1862.

SIR: In prefacing these memoranda I can not help speaking of things which presented themselves to me on this vessel before I was appointed to take command of her by Lieutenant Commanding W. McGunnege, U. S. Navy, during the time of the horrible suffering on board by the scalded. I beheld with extreme disgust a portion of the few men who were uninjured, drunk. A portion of the crew of the *St. Louis*, a portion of the crew of the *Conestoga*, also some of the soldiers of the *New National* were in the same beastly condition, and while so acts most scandalous were perpetrated on board. Men while lying in the agonies of death were robbed of their monk bags,

money purses. Rooms were broken open, trunks, carpet sacks, etc., pillaged, and their contents scattered around and destroyed. Watches of the officers were stolen, and quarreling, cursing, and rioting, as well as robbing, seemed to rule. Liquor was put in water casks, with water and ice, for the relief of the wounded, but these men had buckets full, pure, who drank for the purpose of debauch. My duties at the time called me on the *Conestoga*, but I went myself with other officers from the vessel and tried to stop it. I repeatedly called the attention of the first master of this vessel to the condition of things on board, and some men occupying position in this service seemed to lose their senses, for not the first particle of order was observed.

While the *Conestoga* was backing the *Mound City* away from under the batteries of the enemy, after being injured, the *New National* was constantly in our way. First immediately under our stern, then upon our starboard, then upon our port side, and after repeatedly requesting her commander to get out of our way, as he delayed us much, she landed against the port side of the *Mound City* in the stream, and an accidental shot from a wounded, frantic man came very near destroying as much life on her as there was on this vessel. He was standing scalded by his gun with lock string in his hand, and in his fall in the agonies of death, he pulled the lock string with him and discharged the piece. While our doctor and nurses were rendering all relief in their power to the suffering, a portion of the crews of the boats named seemed bent on destruction and theft. I hope never again to be placed in such a position, where I am compelled to see so much misery, such depravity, and so much disorder.

Very respectfully, your obedient servant,

JNO. A. DUBLE,
First Master, Conestoga.

Captain CHARLES H. DAVIS, U. S. Navy,
Commanding Mississippi Flotilla.

[Enclosure—Memorandum.]

I received written orders from Lieutenant Commanding W. McGunnegle, U. S. Navy, commanding gunboat *St. Louis*, at 6 a. m., of June 17, 1862, to take command of the gunboat *Mound City*, which had become injured in the action at St. Charles, Ark., and immediately repaired on board, and, on examination, found a great many dead, and the most of the doors of the officers' rooms broken open, their contents scattered around and destroyed. I took possession of Captain Kilty's room and what things remained therein. At 8 p. m. the *Lexington* took us in tow from where we lay, 1 mile below the fleet, towed us up, and made fast to the shore to bury the dead. I was furnished with a detachment of men by Colonel Fitch, and during the night buried 58 men who had been scalded.

June 18, 1862.—At 8 a. m. we were taken out to anchor by the *Lexington*, when I proceeded to clean ship, and on mustering her crew I found but 26 on board, a small portion unfit for duty by slight scalding. I also received from Colonel Fitch 58 men and a lieutenant, to help man the vessel and protect her. At noon of the 18th, I received a note from Lieutenant Commanding W. McGunnegle that the fleet of gunboats and transports, as well as all of the soldiers, would make an advance farther up White River, and that I should remain and

hold this vessel against any attack that might be made here against her. I then proceeded to organize the ship in half watches and guns' crews, after appointing temporary officers to assist in carrying out the detail of ship's duty. At 4 p. m., received on board 20 prisoners who had worked the battery on shore yesterday, and a guard of six men to watch them, "by order of Lieutenant Commanding W. McGunnegle, U. S. Navy, and Colonel Fitch," which I placed all in double irons. At 9 p. m. the tug returned here from the fleet above, which had advanced up 12 miles, bearing me the message that there was a large force of rebels marching on to this place to attack us. After carefully watching all night with the men at their guns, the night passed off without any alarm.

June 19.—The tug left for the fleet at 4 p. m. At 9 p. m. called to quarters, having formed crews for five great guns, and having previously had all the firearms overhauled on board (which had become wet from steam) placed convenient to the selected men in case we might be threatened to be boarded; spent the forenoon in exercise. At 2 p. m. six impressed men came on board fleeing from the rebels. After taking their arms, I [gave] them temporary liberty of a certain place on board. They reported a number of our men wearing blue shirts, lying along the river below, 2 miles, dead. At 3 p. m. I caught one of our men in the river and found him shot through the forehead, and took off of his person one of our revolvers. At 4 p. m. I sent the lieutenant with a guard of six men on shore, for a reconnoiter around the town, when, returning, he reported seeing but very few persons, who said the citizens were afraid to return for fear of being taken prisoners. A man came on board, whom I told to circulate the report that they could all return to their homes without being molested by us so long as they remained peaceable; but that no act or expression of disrespect would be allowed against the Government of the United States, and at the same time I would not suffer any person or pickets of theirs to fire at us from the shore to annoy us, under the penalty of, possibly, the destruction of their houses and property. At 8 p. m., I placed one-half the ship's company on watch, with strict instruction. All quiet during the night.

June 20.—At 9 a. m. the body of one of our men named Allen Wood, a fireman, raised up aside of ship, which I had caught and buried. At 1:15 p. m. discovered smoke from a boat ahead up the river. Thinking possibly it was some rebel boat escaping, hid from our fleet, I called all hands to quarters, and at 2 p. m. our fleet hove in sight and came to anchor. At 7 p. m. two engineers from off the *St. Louis* and one from the *Lexington* came on board to repair our damages. The men worked till 3:30 a. m., when the *Conestoga* and *Transport* hove in sight from Memphis.

June 21.—At 6 a. m. the boiler makers came on board for work, with several of her officers, who had been absent, returned. At 10 a. m., after having cleaned up ship and got her again in order, I was ordered back again by Lieutenant Commanding W. McGunnegle to the *Conestoga*, being relieved by her first master, Mr. Dominy.

When Mr. James O. Canida, her pilot, and Dan Clements, her engineer, came on board, they reported to me Mr. Dominy told them the first thing he knew of my coming on board was, I was in the act of breaking open Captain Kilty's room, which he positively denied before them to me. I leave the question of veracity entirely

between themselves. Mr. Dominy then told me he had been sent back by Captain Kilty to look expressly for his money. He expressed great surprise in not finding it where he supposed it was, and after suffering him to look sometime for it, I told him he should know what he [had] done with it, as he himself took it and it was counted in the presence of the second master of the *St. Louis*, and it was his duty as a gentleman to have given it to Captain Kilty at Memphis, instead of pretending to return here to look for what he had on his person. He then acknowledged he had it, and counted it over in the presence of the officers named, the same money he exposed to the masters of the *Conestoga*, and said it was his own personal property. I charge, sir, he wanted to steal this money, from all the circumstances, and lay the blame on me, and am prepared to prove it.

Your most obedient servant,

JNO. A. DUBLE,
First Master, *Conestoga*.

Report of Flag-Officer Davis, U. S. Navy, forwarding information received from White River.

U. S. FLAG-STEAMER BENTON,
Memphis, June 19, 1862.

SIR: The *Conestoga*, Lieutenant Commanding G. M. Blodgett, arrived here to-day from White River.

She brings information of the capture of two batteries at St. Charles, 80 miles from the mouth; the first of which mounted four Parrott guns, and the second three 42-pounder rifled guns. These guns, it is understood, were taken from the gunboat *Mariposa* [*Maurepas*], which, after being dismantled, was sunk. There is now but one gunboat remaining in White River, the *Pontchartrain*, mounting three or five guns, and having her machinery protected by iron and cotton.

The enemy has attempted to block up the river by driving piles and by sinking boats, but no serious obstructions have yet been encountered.

The *Conestoga* will return to White River to-night, with reinforcements, accompanied by an additional transport laden with commissary stores.

The victory at St. Charles, which has probably given us the command of White River and secured our communication with General Curtis, would be unalloyed with regret but for the fatal accident to the steam drum and heater of the *Mound City*, mentioned in my telegraphic dispatch.

Of the crew, consisting of 175 officers and men, 82 have already died; 43 were killed in the water or drowned, 25 are severely wounded and are now on board the hospital boat. Among the latter is Captain Kilty. They promise to do well. Three officers and 22 men escaped uninjured.

After the explosion took place the wounded men were shot by the enemy while in the water, and the boats of the *Conestoga*, *Lexington*, and *St. Louis*, which went to the assistance of the scalded and drowning men of the *Mound City*, were fired into both with great guns and

muskets, and were disabled, and one of them forced on shore to prevent sinking. The forts were commanded by Lieutenant Joseph Fry, late of the United States Navy, who is now a prisoner and wounded.

The Department and the country will contrast these barbarities of a savage enemy with the humane efforts made by our own people to rescue the wounded and disabled, under similar circumstances, in the engagement of the 6th instant.

Several of the poor fellows who expired shortly after the engagement expressed their willingness to die when they were told that the victory was ours.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,

Flag-Officer, Commanding Western Waters, Mississippi River.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Colonel Fitch, U. S. Army, announcing the attack on St. Charles batteries.

ST. CHARLES (WHITE RIVER), ARK., June 17, 1862.

SIR: On arriving 8 miles below here last evening, we ascertained that the enemy had two batteries here, supported by a force (numbers unknown) of infantry. A combined attack was made at 9 a. m. to-day. The regiment under my command, Forty-sixth Indiana, landed $2\frac{1}{2}$ miles below the batteries. Skirmishers were thrown out, who drove in the enemy's pickets. The gunboat then moved up and opened on their batteries. A rifled shot from one of the latter penetrated the steam drum of the *Mound City*, disabling, by scalding, most of her crew.

Apprehensive some similar accident might happen to other of the gunboats and thus leave my small command without their support, I signaled the gunboat to cease firing and we would storm the batteries. They ceased at exactly the right moment, and my men carried the batteries gallantly. The infantry were driven from the support of the guns and the gunners shot at their posts; their commanding officer (Fry, formerly of the U. S. Navy) wounded and captured; and 8 brass and iron guns, with ammunition, taken.

The enemy's loss unknown. We have buried 7 or 8 of their dead, and others of their dead and wounded are being brought in. The casualties among my own command few and simple, the only real loss being from the escaping steam on the *Mound City*. She will probably be repaired ready to proceed with us up the river to-morrow. A full report will be made as early as possible.

G. N. FITCH,

Colonel, Commanding.

Brigadier-General QUINBY,

Commanding District of Mississippi.

Detailed report of Colonel Fitch, U. S. Army, regarding the capture of St. Charles batteries.

ON STEAMER WHITE CLOUD,
Ascending White River, Ark., June 19, 1862.

SIR: Current events have hitherto prevented the detailed report of the affair at St. Charles, in this State, promised in my hasty dispatch of the 17th instant.

The vicinity of the enemy having been ascertained on the evening previous, a combined movement was arranged with a view to an attack between Captain Kilty, senior officer of the gunboats, for 6 o'clock a. m. of that day (17th instant). At that hour the flotilla moved up to about $2\frac{1}{2}$ miles below the town. The land troops (Forty-sixth Indiana, disembarked and skirmishers were thrown out, who quickly drove in the enemy's pickets and pushed forward to the foot of the bluff, upon which the village is built and the batteries were placed. Beyond the foot of the bluff the skirmishers could not advance without being exposed to the fire of our gunboats. Their fire (gunboats) had up to this time been in the supposed direction of the batteries, but the precise location of the latter was not known, as they were concealed by thick timber on the brow of the hill. The position of the lower battery was first discovered by its firing upon the officers of the Forty-sixth Indiana while forming the regiment for an anticipated advance. Captain Kilty was informed that the pickets were driven in and the troops ready to storm the batteries, unless he desired to silence them by moving up with his gunboats. He preferred the latter alternative, and his fire was severe and well directed and briskly returned by the enemy. After its continuance some thirty minutes, a 64-pounder rifled shot from one of the guns of the upper battery entered the larboard forequarter of the *Mound City*, killing a gunner and passing through the steam drum. The crew were seen from the shore to spring through the portholes into the river. Scarcely had they done so before a party of the enemy's sharpshooters descended the bluff from the batteries and, under cover of fallen timber on the river bank, commenced murdering those who were struggling in the water, and also firing upon those in our boats sent to pick them up. At the same time another party of the enemy, concealed in the timber on the opposite side of the river, pursued the same barbarous course.

So strongly marked was the contrast between this conduct on their part and that of our sailors and soldiers at Memphis, who risked their lives to save those of the enemy who had been driven into the river by steam or flames, as to excite an intense desire upon the part of the land forces to end the scene and punish the barbarity, and aside from this desire well-grounded fears were entertained that other of the gunboats, *St. Louis*, *Conestoga*, and *Lexington* (the two latter wooden), might be disabled, and the expedition thus deprived of its main support. The gunboats were therefore signaled to cease firing, that the troops might storm the batteries. The skirmishers were again advanced, and ordered to pay particular attention to such of the enemy as had been shooting our men in the river. The main body of the regiment followed in line at 300 yards. On reaching the top of the bluff the line right-half wheeled to take the batteries flank and rear, and were put upon double-quick. The

enemy had stationed one piece to the right of their lower battery in the direction of our approach, but finding the piece and its supporters flanked, they attempted to withdraw it to cover the rear of the battery. It was overtaken and captured near what was to have been its new position, and the capture of the battery quickly followed.

The loss of the enemy is not accurately known. We have buried 8 or 9 of their dead. Others, skirmishers, are known to have been killed and wounded by our skirmishers in a corn field at the edge of the timber, but the necessity of moving on up the river as soon as possible and the fatigue of the men (weather very warm) compelled us to leave them to the care of citizens and surgeons of the vicinity, who promised and doubtless will bestow every attention. Among the dead buried was an officer we failed to identify. Their commander, Colonel [Lieutenant] Joseph Fry, an old officer of the U. S. Navy, was wounded and captured, and about 30 prisoners taken. Four of the guns captured have been sent to Memphis. The others, for want of transportation, were thrown in the river or otherwise rendered useless. The land troops lost none killed, and the injuries were few and simple. The loss from steam on the *Mound City* is great, nearly all her crew of more than a hundred being disabled, among them Captain Kilty. Half or more of them are dead. The injury to the ship is slight. I placed on board of her a new crew of infantry and mortar-boat men, all of whom had been serving with my command as gunners. The ship is under charge of a master. One of the wounded of the enemy, since dead, stated that Colonel Fry ordered the firing upon the crew of the *Mound City* while in the water. It is but just to him, however, to say that he denies the charge. Opposite the upper battery the enemy had sunk their gunboat *Maurepas* and two transports to obstruct the channel, but failed to accomplish their object. Every officer and man of the Forty-sixth did his duty.

Very respectfully, yours,

G. N. FITCH,

Colonel, Commanding Forty-sixth Indiana Volunteers.

Brigadier-General QUINBY,

Commanding District Mississippi.

Letter from Colonel Fitch, U. S. Army, to Lieutenant McGunnegele, U. S. Navy, requesting convoy up the river to Des Arc.

ON BOARD WHITE CLOUD, June 19, 1862.

SIR: Since our personal interview this morning, reflection upon the probable consequences to General Curtis's army of our failure to communicate with him and convoy to him the stores on board this boat, makes me so anxious to do so that if you will escort the transports to Des Arc I will undertake with them alone to communicate from that point with General Curtis without subjecting the gunboats to the risk—which appears to be imminent—of loss or detention all summer in low water.

Yours, respectfully,

G. N. FITCH,

Colonel, Commanding.

Captain MCGUNNEGELE,

U. S. Gunboat St. Louis.

Letter from Lieutenant McGunnegle, U. S. Navy, to Colonel Fitch, U. S. Army, regretting his inability to offer convoy service as requested.

U. S. GUNBOAT ST. LOUIS, *June 19, 1862.*

COLONEL: Yours of this evening has been received. In reply I have to say that upon the advice of the pilots, both of this ship and the *Lexington* and the White River pilot, now on board with me, in connection with the fact that I have already to-day stirred up the bottom with the *St. Louis*, as seen from the *Lexington* by Lieutenant Commanding Shirk and the officers of that gunboat, and that the river is falling quite rapidly, I have concluded not to "subject the gunboats to the risk, which appears to be imminent, of loss or detention all summer by low water," by proceeding any farther up the river.

You can not regret more than I the necessity which prevents our communicating with General Curtis, but under the circumstances I should not feel justified in risking my command.

I will start down the river at 4 o'clock to-morrow morning.

I am, very respectfully, your obedient servant,

W. MCGUNNEGLE.

Colonel G. N. FITCH,
Steamer White Cloud.

[Telegram]

U. S. FLAG-STEAMER BENTON,
Memphis, June 19, 1862.

(Received 11:45 a. m., June 21.)

The gunboat *Conestoga*, returning from White River, reports the capture of two batteries, mounting seven guns, at St. Charles, 80 miles from the mouth. The attack was commenced by Captain Kilty in the gunboats, who silenced the first battery. The second battery was gallantly carried by Colonel G. N. Fitch at the head of the Forty-sixth Indiana Volunteers. A shot caused the explosion of the steam drum of the *Mound City*, by which the greater part of her officers and crew were killed and wounded. I write by to-day's mail.

C. H. DAVIS,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Lieutenant McGunnegle, U. S. Navy, regarding further operations in White River.

U. S. GUNBOAT ST. LOUIS,
St. Charles, White River, Ark., June 20, 1862.

SIR: I have the honor to report that on the evening of the 18th instant I got underway with the gunboats *St. Louis* and *Lexington*, followed by the transports *New National* and *White Cloud*. We ran

through the rebel blockade of sunken boats and proceeded up the river about 10 miles, where we anchored for the night. From here sent the tug back to remain by the *Mound City* until morning, when, she having rejoined us, we again started up, and at 1:30 p. m. passed the town of Aberdeen, [Ark.]. Every house here was closed; not a sign of life was seen by us. Going on, we, at 2:45 p. m., reached Clarendon, where I, in company with Colonel Fitch, landed and had conversation with people on the bank. They said they were persons who attended to their own business and took no part in politics. We informed them that it was the purpose of the Government to protect loyal citizens, to enforce the laws, and uphold the Constitution of the United States. We also informed them that firing on the boats from the banks of the river would not be permitted, and if it was connived at by the citizens they would be held accountable and their property be destroyed. After remaining here about an hour we went on our way until, at night, having reached a place called "Crooked Point Cut-off," 63 miles above here, and 151 miles from the mouth, we anchored. Knowing that the river was falling, and being told by the White River pilot, by the pilots of the *St. Louis* and *Lexington*, that we could not, in a very few days, be able to get back on account of the shallowness of the water, and by the White River pilot of the *White Cloud* that we could not possibly get up farther than Des Arc, and then it would be a question whether or not we could get back again; and all this, taken in connection with the fact that I had already rubbed the bottom on that day, I, upon consultation with Lieutenant Commanding Shirk, of the *Lexington*, concluded that, as your orders to Commander Kilty were to "communicate with General Curtis, or his command, which you (I) will be able to do upon your (my) arrival at Jacksonport, if not sooner, and to afford him and them every assistance in your (my) power," and as it would be impossible for us to do so without exposing the vessels to the risk of being detained in the river all summer—to return to this place or some other spot in the river where I would be in no danger by the fall of water. I then called upon Colonel Fitch and acquainted him with the conclusion I had arrived at. He at once saw the risks to which the gunboats would be exposed and we both reluctantly gave up the idea of proceeding any farther. I left him with the understanding that we would start down the river at daylight. About two hours after I received from him a note, a copy of which I enclose, as also a copy of my answer.

At daylight on the 20th we got underway and reached this place at 4 p. m. From about 20 miles above this place to above Clarendon the gunboats and transports were continually fired at by riflemen. We returned the shots and occasionally shelled the woods. I regret to inform you that Charles Wilson, first, seaman, was shot in the back of the shoulder and in the leg by buckshot, evidently from a double-barreled shotgun. Coming down, the *St. Louis* grounded upon a bar, where, the very day before, she had passed in safety. With the assistance of the tug we got her afloat after a short detention. We also dragged over all the bars between "Crooked Point Cut-off" and this place, which fully convinces me that if I had been twenty-four hours later it would have been impossible to have gotten the *St. Louis* out of the river. At this stage of water the naviga-

tion of the White River with large boats is impracticable, and the water is still falling.

The *Conestoga* arrived this morning at 3:30 o'clock. The mechanics of the *St. Louis* were put to work last night on board the *Mound City*; they were joined this morning by those who came down in the *Conestoga*. The work will not be completed until Monday morning. I will start for the mouth of the river to-morrow morning, taking the *Mound City* along in tow of the tug. The river is so narrow and crooked that it is impossible for the *Lexington* or *Conestoga* to do that kind of work with as large a boat as one of the ironclads.

On my way I hope to meet Commander Winslow and will report to him for further orders. Colonel Fitch desires to hold this much of the river. I therefore send the *Conestoga* with his dispatches. The *Lexington* I will leave to protect the transports.

Since my return to this place I have been informed that three more of the bodies of the unfortunate crew of the *Mound City* have come up to the surface of the river were buried by the direction of First Master Duble.

I hope my proceedings in this river may meet with your approbation.

I have the honor to be, sir, very respectfully, your obedient servant,

W. MCGUNNEGLE,
Lieutenant, Commanding.

Flag-Officer C. H. DAVIS.

Report of Flag-Officer Davis, U. S. Navy, regarding the condition of Commander Kilty, U. S. Navy, on board the U. S. hospital boat *Red Rover*.

U. S. FLAG-STEAMER BENTON,
Memphis, June 20, 1862.

SIR: The number of wounded men on board the hospital boat *Red Rover* is 41.

The account given me yesterday was incorrect. I shall still wait for further knowledge before presenting a final report of the casualties attending the capture of the St. Charles forts.

The Department will be gratified to learn that the patients are, most of them, doing well.

The surgeon assures me that Commander Kilty is out of danger. But he is severely crippled in his hands and feet and suffers a great deal.

He is a brave gentleman and a loyal officer. He has always been conspicuous in this squadron for acting his part in the best spirit of the profession.

In the attack on the batteries at St. Charles he occupied the leading place and received his wounds at the head of his line in the zealous performance of his whole duty.

Although himself wounded and helpless, he attended to the wants and comfort of his injured officers and men.

I have gratefully to acknowledge our obligations to Major-General Wallace and to Dr. Robert B. Jessup, of the Twenty-fourth Indiana,

and to Dr. William McClellan, of the First Nebraska regiments, for their valuable sympathy and assistance.

Sister Angela, the superior of the Sisters of the Holy Cross (some of whom are performing their offices of mercy at the Mound City Hospital), has kindly offered the services of the sisters for the hospital boat of this squadron when needed. I have written to Commander Pennock to make arrangements for their coming.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. Western Flotilla, Mississippi River, pro tem.

HON. GIDEON WELLES,

Secretary of the Navy.

Report of Lieutenant McGunnegle, U. S. Navy, commanding U. S. S. St. Louis.

U. S. GUNBOAT ST. LOUIS,
White River, June 23, 1862.

SIR: It has come to my hearing that there were some injurious reports prejudicial to the reputation of this ship circulated around the flotilla on the arrival of the *Conestoga* in regard to the part she took in the recent engagement with the enemy at this place. I will therefore give you a detailed account of my action after the unfortunate accident to the *Mound City*.

About five minutes before the accident, the enemy's shot whizzing over me rather closer than was comfortable, I got into my pilot house, and was there at the time of the accident. The *St. Louis* was then in the position last assigned her by Commander Kilty, viz, about a boat's length astern. As soon as I saw something had happened to her, which was instantaneous, my boat was stopped. I leaped on deck, discovered in a moment it was steam escaping, started ahead again, sent off my boats to pick up the men in the water.

By this time the *Mound City* was almost abreast of me, drifting smoothly and safely down. Mr. Dominy, the first master, standing on the stern, singing out, "Come and tow me down; we are all lost; we are all lost." I hailed him and told him to keep quiet, he would soon drift to a position where the tug could come to him, which the tug and *Conestoga* did so soon as she drifted under the lower battery, which I knew had been silenced as I had passed above it.

My guns never ceased firing in the direction of the battery until I was signaled to do so by Colonel Fitch, and five minutes after I ceased firing the victory was ours. At this time the *St. Louis* was above and more abreast the enemy's battery than the *Mound City* was when she was disabled.

I conducted the engagement after the disablement of the *Mound City* just, I am confident, as you would have done under similar circumstances; instead of towing the *Mound City* out of action, which, of course, would have taken me out, and the enemy's guns turned upon our troops on shore, I stood on and fought the battery until I was signaled to cease.

I would ask no greater boon on earth than to have had you witness my conduct on that day, for, although I say it, I did all that could

be done, as commanding officers will doubtless bear me out and as the sequel proved.

Three of my officers came down in the *Conestoga* from the flotilla. It is by them I am informed of these injurious and basely false reports, and, also, that these reports must have been circulated by Mr. Dominy, first master of the *Mound City*, as they heard him say on the passage down that the *St. Louis* showed the "white feather." Upon this information the enclosed correspondence has passed between Mr. Dominy and myself, which I beg you will peruse.

You will perceive he denies emphatically having said that which these three officers on board my ship are ready and willing to testify he did say, so that if he made reports to you contrary to what I have here stated you can judge how much reliance to place on them.

I repeat, the officers and crew of the *St. Louis* fought and behaved most gallantly throughout the whole action.

I am, very respectfully, your obedient servant,

W. MCGUNNIGLE,
Lieutenant, Commanding.

Flag-Officer C. H. DAVIS,
Commanding Western Flotilla, Mississippi River.

Order of Flag-Officer Davis, U. S. Navy.

U. S. FLAG-STEAMER BENTON,
Memphis, June 24, 1862.

SIR: The hospital boat *Red Rover* will leave this evening for Cairo. On your arrival there you will report to Commander Pennock and consult with him as to the best method of disposing of the wounded from the gunboat *Mound City*. To transfer them either to the Mound City Hospital or to carry them still farther up to St. Louis seems to me altogether the best plan. Captain Kilty expresses a wish to go to the latter hospital.

Doctor Jones, Pilot Young, Carpenter Manning, and Hospital Steward Seegur will take the earliest boat to Cincinnati, where they will be accompanied by Doctor McNeeley. Captain Wise will furnish them with funds, of which I have given him a memorandum, and for which he will take your receipt.

I leave it to you and Commander Pennock to dispose of any other of the patients in whatever way you think best.

It is a source of deepest gratification to me to know that these poor wounded men are in the hands of so able, attentive, and humane a physician as yourself. I have witnessed your devotion to them with profound gratitude, and I am sure you must enjoy the highest of all rewards—the consciousness of having done your duty.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. Western Flotilla, Mississippi River.

G. H. BIXBY, M. D.,
Assistant Surgeon, Hospital Boat Red Rover, Memphis, Tenn.

Report of Commander Winslow, U. S. Navy, transmitting list of casualties on board the U. S. S. *Mound City*.

U. S. GUNBOAT CINCINNATI,
Mouth White River, June 25, 1862.

SIR: I enclose herewith a list of the dead and wounded belonging to the *Mound City* up to the 19th instant.

Very respectfully, your obedient servant,

J. A. WINSLOW, *Commander.*

Flag-Officer C. H. DAVIS,
Commanding Western Gunboat Flotilla, Memphis, Tenn.

[Enclosures.]

List of dead, belonging to U. S. gunboat Mound City, to June 19, 1862.

Officers.—John M. Gunn, paymaster; William H. Harte, second master; John H. Kinzie, jr., third master; James A. Scoville, fourth master; John Cox, chief engineer; John C. McAfee, second assistant engineer; George W. Hollingsworth, third assistant engineer; Harry R. Browne, master's mate.

Crew.—John Knight, Robert Ashcroft, Robert Hendrie, Charles Maxwell, Edward Healey, William L. Reid, William Philips, 1st, John C. McClintock, John McDonald, James McAnany, Fred. Eliot, James McCanna, George W. Moore, John Burke, Thomas Francis, John Doughty, Walter McLain, Gilbert Snyder, James Massie, Lewis Kern, A. J. Greer, Daniel S. Hines, Theodore Peterson, William Walker, James Byrnes, John Harris, James Carolan, Frederick Menchink, John Hamilton, Emanuel Stoeker, Philip Goerner, Matthew Ryan, William Stansbury, Henry Hayward, Charles Crowley, Allen Wood, Jeremiah Lupole, Richard Chesterfield, Porter Summers, Patrick P. Vaughn, Ebenezer Freeland, George Abrams, Elmer Torrence, Alexander Robinson, Daniel Howell, Thomas Wyatt, Henry Hadley, James Dunham, Hiram Hamilton, G. W. Morgan, W. H. Persons, William Carrol, Nathaniel Gay, G. E. Small, Allen Arnold, James Lusby, Mathias Taylor, Adam Tome, Thomas Wynkoop, L. D. Holcombe, G. H. Merritt, D. H. Davis, Albert McClintock, Joseph Costley, M. G. Griffin, W. H. Fowle, Martin V. Seekins, Charles W. Armstrong, William A. Fox, John Gauter, Samuel J. Needham, John McKean, John Smith, James Brown, Thomas Handyside, John Devine, Edward Wood, Fisher Webbon, Charles Smith, John Kelley, John S. Dayton, John W. Briggs, John Castle, James Wallace, S. J. Bryant, John Camp, John Young, James Galbraith, John Brown, 2d, Valentine Gross, L. H. Small, John Tennis, William Harding, Thomas Hodges, James P. Lee. Total, officers, 8; men, 95.

Not belonging to the Mound City.—B. F. Lawless, U. S. Army Signal Corps; Nixon, pilot, from Memphis.

List of wounded.

Commander A. H. Kilty, U. S. Navy, scalded; Surgeon George E. Jones, scalded severely; Pilot Charles B. Young, scalded severely; Carpenter Thomas Manning, scalded slightly; Hospital Steward L.

M. Seegur, scalded slightly; W. H. Nicholson, scalded severely; Terrence Keron, scalded slightly; George W. Kimball, scalded slightly; Henry J. Steele, scalded severely; Abraham Pluff, scalded severely; Henry B. Ginty, scalded severely; Thomas Stevens, bruised in hip; Henry Hoffman, scalded slightly; Benjamin F. Eaton, scalded severely; Albert Crane, scalded slightly; H. P. Hellingsen, scalded slightly; John Wilson, scalded slightly; George W. Gilbertson, bruised; Elisha Whitney, scalded slightly; John Tompkins, scalded severely; Jacob Miller, scalded severely; William H. Emory, scalded severely; J. E. Consaul, scalded severely; Giles Carpenter, scalded severely; Robert C. Talbot, scalded severely; Martin Hennick, scalded severely; A. L. Hoage, scalded slightly; John O'Brien, bruised; George W. Scott (colored), scalded severely; Edward D. Jones, scalded severely; John Conroy, scalded slightly; D. F. Charles, scalded slightly; George W. Cromis, scalded slightly; James Jones, shot in knee, back, and leg; R. O'Brien, scalded severely; Martin J. Conroy, scalded severely; James Dougherty, scalded severely.

Report of Commander Winslow, U. S. Navy, commanding U. S. S. *Cincinnati*, regarding the abandonment of the position at St. Charles on account of low water.

U. S. GUNBOAT CINCINNATI,
Mouth White River, June 25, 1862.

SIR: I have the honor to report that I arrived at St. Charles in the *Cincinnati* on Saturday evening, the following day after my departure from Memphis.

Having made myself acquainted with the dispatches from Lieutenant Commanding McGunnegele to you, by meeting the *Conestoga*, and his intention of leaving the White River on Sunday morning from apprehension of being shut up in the river, I immediately consulted with the pilots, and, from a subsequent conference with Colonel Fitch, in which he represented the great importance of holding the position at St. Charles until dispatches could be received from headquarters, I resolved to hazard and remain, in hopes that dispatches would arrive by the 23d. On the 24th the pilot informed me that I must at once leave the river, and I notified Colonel Fitch of the decision, when it was agreed between us to abandon the place, after having first effectually destroyed all property which could be made available by the rebels.

Accordingly, this object was carried out, and we dropped down to our present position, the mouth of White River, where I shall remain for further dispatches from you.

As the ironclad boats can be of no further service in cooperation with the army in these rivers, I have dispatched Lieutenant McGunnegele, with the *St. Louis* and *Mound City*, as bearer of dispatches to Memphis.

I have to report an attack on the gunboats by fire of guerrillas on Sunday, the 22d instant, in which George Sanderson (seaman), belonging to the *Lexington*, and Frederick Redfox, mortar boat No. 12, were killed. I have also to report that during my absence to Indian Bay, [Ark.] on the 23d instant, which place I had left for with the *Cincinnati*, *Lexington*, and three companies of soldiers, on a recon-

noissance and in hopes of cutting off some of the guerrilla parties, that a second attack was made on the *Mound City* and *St. Louis*, which resulted in no loss of life.

Very respectfully, your obedient servant,

J. A. WINSLOW,
Commander.

Flag-Officer C. H. DAVIS,
Commanding Western Gunboat Flotilla, Memphis, Tenn.

Letter from Captain Davis, U. S. Navy, to Major-General Grant, U. S. Army, offering convoy.

U. S. FLAG-STEAMER BENTON,
Memphis, June 26, 1862.

SIR: I have had the pleasure to receive your note of to-day. The gunboat *Conestoga* is ready at any moment to convoy the steamers to the mouth of White River.

I will direct Captain Winslow, the commander of the naval detachment at that place, to give them convoy as far up the river as may be practicable.

I have the honor to be, general, very respectfully, your most obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. Western Flotilla, Mississippi River.

Major-General U. S. GRANT, U. S. Army,
Memphis, Tenn.

Order of Flag-Officer Davis, U. S. Navy, to Commander Winslow, U. S. Navy, regarding convoy for army transports.

U. S. FLAG-STEAMER BENTON,
Memphis, June 26, 1862.

SIR: The gunboat *Conestoga* convoys five steamers down to you. I wish you to give them a further convoy up White River as far as practicable.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. Western Flotilla, Mississippi River.

Commander JNO. A. WINSLOW, U. S. Navy,
Commanding Gunboat Cincinnati, White River, Ark.

Report of Assistant Surgeon Bixby, U. S. Navy.

NAVAL HOSPITAL RED ROVER,
Mound City, June 27, 1862.

DEAR SIR: In accordance to your order the naval floating hospital *Red Rover* left Memphis the 24th instant and arrived at Cairo the 25th. Captain Pennock telegraphed at once to the director of the

United States General Hospital at Mound City and procured accommodations for the sick under my charge.

It was deemed best for me to go that night to Mound City to see what accommodations could be found for Captain Kilty. Accordingly I went, was shown a large room connected with the hospital, but not in the large building. This room is situated on the second story, plenty of light, well ventilated, but not very nice. The next morning I placed the result of my visit before Captain Pennock, who thought it best to look further before deciding.

Yesterday, June 26th, the *Red Rover* came up to this place, and I put off all but two of the scalded, Mr. Parker, several of my other patients, and two prisoners of war.

The day being very warm indeed, I thought best to have Captain Kilty removed as soon as possible; so I accepted the room I saw the night before and saw him safely placed there. I am happy to say, after twelve hours, that he finds himself very comfortable and improving very fast indeed. The men are doing as well as could be expected. One has died since the arrival at the hospital.

In my monthly report I will furnish you with the items of our transactions. We hope to be able to return to duty in about six days.

Feeling as I ought, I trust, the charge entrusted to me, and that a man who has served his country for forty years deserves some little distinction, especially in a helpless condition, I manifested, I must confess, some indecision as to the disposition to be made of Captain Kilty, and I regret to say that such indecision called out some very unpleasant reflections from the medical officer in charge of the hospital, and had it not been a case of real necessity, I should have made great efforts to find another place.

I am, sir, with much respect, your obedient servant,

GEORGE H. BIXBY, M. D.,

Asst. Surg. in Charge, Naval Floating Hospital Red Rover.

Flag-Officer C. H. DAVIS,

Commanding Western Flotilla.

Report of Commander Winslow, U. S. Navy, commanding U. S. S. Cincinnati, announcing arrival at mouth of White River conveying transports, and intended return to Memphis.

U. S. GUNBOAT CINCINNATI,
Near Mouth White River, June 27, 1862.

SIR: I have to report the arrival of the *Conestoga* with her convoy transports.

Having advised you of the necessity, from shoal water, of the iron-clad gunboats leaving the White River, I have deemed it important, and on request of Colonel Fitch, have dispatched the *Lexington* and *Conestoga*, with the tug *Spiteful*, to convoy the army expedition up the White River. I have directed Lieutenant Commanding Shirk to dispatch the *Conestoga* to Memphis immediately on reaching the highest point practicable.

I have but slight hopes that the expedition will reach, from the low stage of water, any point on the river which it would be advisable to attempt with so small a force, to communicate with General Curtis. Reports reached us, apparently well grounded, that the rebels were in force at Devall's Bluffs, supported by five guns taken from the

gunboat *Pontchartrain*, and further that some 3,000 men were preparing to attack the post at St. Charles.

It would, therefore, be hazardous, if these reports were verified, to move with so small a force as three regiments.

I have to report to you that I shall leave immediately in the *Cincinnati* to rejoin you.

Very respectfully, your obedient servant,

J. A. WINSLOW,
Commander.

Flag-Officer C. H. DAVIS,
Commanding Western Gunboat Flotilla, Memphis, Tenn.

Report of Flag-Officer Davis, U. S. Navy, regarding the hindrance to operations in White River on account of falling water.

U. S. FLAG-STEAMER BENTON,
Memphis, June 27, 1862.

SIR: I have the honor to inform the Department that, since writing last upon the subject, it has been reported to me by the officer in command in White River, that after reaching a place called "Crooked Point Cut-off," 63 miles above St. Charles and 151 miles from the mouth, the expedition was obliged to turn back in consequence of the falling of the water and the danger of the boats being detained in the river all summer.

It has been decided between General Grant and General Halleck to increase the force under Colonel Fitch by the addition of two regiments, and to endeavor to force the way up the river in transports of light draft, well manned.

A squadron of five transports sailed yesterday, under convoy of the gunboat *Conestoga*, with orders to Commander J. A. Winslow, now in command of the naval detachment in White River, to give them additional convoy as far up as the stage of water will allow; these transports carry the new troops. I have also recommended that small steamers of light draft be armed with howitzers and field guns, and protected from rifle shot in their machinery and pilot houses, for this special service.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Major-General Halleck, U. S. Army, to Flag-Officer Davis, U. S. Navy, desiring to be informed regarding the movements of the flotilla.

HEADQUARTERS, DEPARTMENT OF THE MISSISSIPPI,
Corinth, Miss., June 27, 1862.

SIR: Your letter of the 18th is received. I have received no official information of the gunboats in the Arkansas and White rivers. In operating with troops in Arkansas, it is of the utmost importance to know something of the movements of the flotilla there.

Corporal Warden will be sent to your command.

You can negotiate the exchange of your prisoners through any Confederate officer with whom you can communicate. If you have not in your command the men for exchange, General Grant, on your requisition, will be ordered to furnish them.

Very respectfully, your obedient servant,

H. W. HALLECK, *Major-General.*

Flag-Officer C. H. DAVIS,

Comdg. Western Flotilla, Mississippi River, Memphis, Tenn.

Letter of commendation from the Secretary of the Navy to Flag-Officer Davis, U. S. Navy, expressing regret at the casualties on the U. S. S. *Mound City*.

NAVY DEPARTMENT, *June 27, 1862.*

SIR: Your dispatch of the 19th instant, communicating information of the capture of two batteries at St. Charles and the removal of obstructions, which have probably given us the command of White River, has been received. The intelligence of the continued success of the Navy is most gratifying, but the victory at St. Charles is mingled with regret for the lamented dead and sympathy for the wounded, who were victims of the fatal accident to the *Mound City* and of their barbarous opponents who fired upon them after that great calamity.

The contrast between these barbarities of a savage enemy at St. Charles and the humane efforts of yourself and your command to rescue the wounded and disabled at Memphis is honorable to the gallant men of the flotilla, and will be gratefully remembered.

The nation, honoring the memory and sufferings of its heroes, sympathizes with the wounded survivors and the bereaved families of the gallant dead. Its noblest tributes are due to those who bleed for their country and die in its cause.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer CHARLES H. DAVIS,

Commanding Western Flotilla, Memphis.

Report of Lieutenant Shirk, U. S. Navy, transmitting copy of notice to the inhabitants of Monroe County, and correspondence between Colonel Fitch, U. S. Army, and Major-General Hindman, C. S. Army.

U. S. GUNBOAT LEXINGTON,

Clarendon, Ark., June 30, 1862.

SIR: I have the honor to enclose for your perusal a notice of Colonel Fitch to the inhabitants of Monroe County in this State; a letter from Major-General T. C. Hindman, enclosing his General Order No. 17; and Colonel Fitch's reply.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,

Lieutenant, Commanding.

Flag-Officer CHARLES H. DAVIS,

Comdg. U. S. Naval Forces in the

Western Waters, Memphis, Tenn.

[Enclosures.]

Notice to the Inhabitants of Monroe County, Ark.

Guerrilla bands raised in your vicinity have fired from the woods upon the United States gunboats and transports in White River. This mode of warfare is that of savages. It is in your power to prevent it in your vicinity. You will, therefore, if it is repeated, be held responsible in person and property. Upon the renewal of such attacks an expedition will be sent against you, to seize and destroy your personal property.

It is our wish that no occasion for such a course shall arise, but that every man shall remain at home in pursuit of his peaceful avocation, in which he will not be molested unless a continuance of such barbarous guerrilla warfare renders vigorous measures on our part necessary.

G. N. FITCH,

*Colonel, Commanding Forces.*ST. CHARLES, ARK., *June 23, 1862.*

HEADQUARTERS TRANS-MISSISSIPPI DISTRICT,

Little Rock, Ark., June 25, 1862.

COLONEL: A copy of your proclamation of 23d instant, addressed to the citizens of Monroe County, has come to my hands. I have the honor to enclose you a copy of an order recently issued by me, authorizing the formation of companies to operate at will, in the absence of specific instructions, against the force of the United States Government, and accepting all such into the service and pay of the Confederate States. They are recognized by me, as the commander of this department, as Confederate troops, and I assert as indisputable the right to dispose and use those troops along the banks of White River or wherever else I may deem proper, even should it prove annoying to you in your operations.

I have thought it just that I should furnish you with a copy of my order, that you may act advisedly, and I respectfully forewarn you that, should your threat be executed against any citizen of this district, I shall retaliate, man for man, upon the Federal officers and soldiers who now are, and hereafter may be, in my custody as prisoners of war.

I have the honor to be, very respectfully, your obedient servant,

T. C. HINDMAN,

Major-General, Commanding.

Colonel G. N. FITCH,

Commanding U. S. Forces at St. Charles.

GENERAL ORDERS, } HEADQUARTERS TRANS-MISSISSIPPI DISTRICT,

No. 17. }

Little Rock, Ark., June 17, 1862.

1. For the more effectual annoyance of the enemy upon our rivers and in our mountains and woods, all citizens of the district who are not subject to conscription are called upon to organize themselves into

independent companies of mounted men or infantry, as they prefer, arming and equipping themselves, and to serve in that part of the district to which they belong.

2. When as many as ten men come together for this purpose, they may organize by electing a captain, one sergeant, and one corporal, and will at once commence operations against the enemy, without waiting for special instructions. Their duty will be to cut off Federal pickets, scouts, foraging parties, and trains, and to kill pilots and others on gunboats and transports, attacking them day and night, and using vigor in their movements. As soon as the company attains the strength required by law, it will proceed to elect the other officers to which it is entitled. All such organizations will be reported to these headquarters as soon as practicable. They will receive pay and allowances for subsistence and forage for the time actually in the field, as established by the affidavits of their captains.

3. These companies will be governed in all respects by the same regulations as other troops. Captains will be held responsible for the good conduct and efficiency of their men, and will report to these headquarters from time to time.

By command of Major-General Hindman :

R. C. NEWTON,
Assistant Adjutant-General.

HEADQUARTERS UNITED STATES TROOPS,
St. Charles, Ark., June 28, 1862.

SIR: Yours of the 25th instant was placed in my hands under a flag of truce this p. m., together with a copy of your General Order No. 17, dated 17th instant. You advise me that you have been placed in possession of a copy of my proclamation of 23d instant, to the citizens of Monroe County, Ark., notifying them that they will be held responsible in person and property for any injury they themselves or those raised in their midst might thereafter inflict in the name or under the guise of that savage warfare outlawed by the civilized world, known as guerrilla warfare. You will permit me to suggest that your objections to my proclamation come with ill grace from you, when accompanied with your own order above referred to, which order is but an encouragement to rapine and murder upon the part of those in this State, if there be such so lost to all sense of honor as to avail themselves of your permission to commit such depredations. You must be aware that your captains of tens will soon become little else than highway banditti, more terrible to citizens of your own State than the soldiers and sailors of the United States. It was doubtless in pursuance of the policy indicated in your order that your troops, who defended this place on the 17th, fired upon a part of the crew of the *Mound City* who were scalded by an accident to the machinery of that boat, while helpless in the river, into which they had sprung to relieve their torture. It is believed that no troops of a civilized country would have dared to adopt such a course without being assured of being sustained by their commanding officer, especially after the world knew that when a similar accident happened to a Confederate gunboat, during the late naval engagement at Memphis, the United States soldiers and sailors had risked

their lives to rescue these from the Mississippi, who, from the same cause had sought relief by jumping overboard.

Your threat will not deter me from executing the letter of my proclamation in every case in which my judgment dictates its propriety or necessity.

Very respectfully, yours,

G. N. FITCH,

Colonel, Commanding U. S. Forces.

Major-General T. C. HINDMAN,

Commanding C. S. A. Forces, Little Rock, Ark.

Report of Lieutenant Shirk, U. S. Navy, commanding U. S. S. Lexington, regarding the impossibility, on account of low water, of communicating with Major-General Curtis, U. S. Army.

U. S. GUNBOAT LEXINGTON,

Clarendon, Ark., July 2, 1862.

SIR: I have the honor to report that, in obedience to an order from Commander John A. Winslow, I left the Mississippi on the morning of the 28th ultimo at 2 o'clock, and, followed by eight transports (containing General Fitch's command and the supplies for General Curtis's army) and the gunboat *Conestoga*, entered and ascended the White River.

We reached St. Charles, the scene of the late engagement, on the same day. Here we found that the enemy's cavalry to the number of 200 had left the place about two hours before our arrival. We remained at this place until 2 o'clock the next afternoon. I took occasion of this delay to drag farther into the river the two rifled 42-pounder guns which had lately formed the upper battery of the enemy's defenses, and which, thrown into the water, had shown themselves by reason of the falling of the river.

On the 29th we got underway and proceeded on up the river until 9 p. m., when the pilot of the *Catahoula*, who was ahead and acting as a guide to the rest of the fleet, ran a barge he had in tow on a snag and nearly lost it, when we anchored for the night.

At daylight on the 30th we again started, and at noon had reached Clarendon, when we stopped. About a mile below Clarendon there is a bad bar in the river; coming up we found but $6\frac{1}{2}$ feet of water. After anchoring I sent a pilot and a master in the tug to sound, and they came back with the same result. As the water was falling at the rate of 5 inches in twenty-four hours, as there was a few miles ahead of us shoaler water, and as there would be, in three days more, only water enough to let us out over the bar below St. Charles, I reluctantly came to the conclusion that I could not venture any farther up the river with any certainty of getting the gunboats out with safety. The bottom of the river is filled with logs and stumps, and, being so sluggish, there are no breaks to show danger.

From St. Charles to Clarendon the transports were fired at very often from the woods by guerrilla bands. On board the transport steamer *Ella* 1 soldier was killed instantly and 6 others wounded, some of them, I fear, fatally.

Enclosed please find copies of correspondence between Colonel Fitch and myself. On the 1st instant I went up the river about 5 miles and found that it would be impossible for the transports to proceed with their barges in tow on account of the narrowness of the stream. The water has fallen so much that it is not practicable for a steamer to make the turns with even one barge in tow. During my absence a scouting party which had been sent out in the direction of Devall's Bluff, returned and reported having heard heavy firing at that place from 5:30 a. m. until 11 a. m. Being very anxious to learn whether General Curtis had come down the river, I determined to wait over night at Clarendon.

This morning I took on board a company of sharpshooters and went up the river (with a White River pilot on board) about 15 miles. We could obtain no information that we were not already possessed of, and that is that Devall's Bluff is strongly fortified and is guarded by from 7,000 to 10,000 men. Coming down we grounded once, and scraped over logs and stumps in the bottom several times.

Our intention now is to leave this place in the morning at daylight and proceed down the river as far as St. Charles, from which place I will dispatch the *Conestoga* to report to you at Memphis. I would have done so from this place, but I did not think that it would be safe to have so many transports convoyed by but one gunboat through a part of the river, the banks of which are filled with guerrilla parties.

At St. Charles I propose to take on board this vessel a new pattern VIII-inch gun, now on the bow of the wreck of the *Maurepas*.

I will remain with Colonel Fitch and aid him all that I can as long as I am able. When I can be of no further use, I will, in the absence of any further instructions from you, return to Memphis.

I have not been able to discover a particle of Union sentiment in the river. If there is any, it is kept under through fear of the result of confessing it.

I regret exceedingly that it is impossible to communicate with General Curtis or his command. Even if the stage of water would permit, there is not force enough now here to pass Devall's Bluff, which is strongly fortified. We have certain knowledge of two 68-pounder guns and twelve smaller ones at that point. We also hear that the guns of the *Pontchartrain*, the rebel gunboat now in the Arkansas River, have been transported there from Little Rock.

Please excuse the length of this communication, but my orders are to make a report of my proceedings.

I have the honor to be, sir, your obedient servant,

JAMES W. SHIRK,
Lieutenant, Commanding.

Flag-Officer C. H. DAVIS,

Commanding U. S. Naval Forces on Western Waters, Memphis.

[Enclosures.]

U. S. GUNBOAT LEXINGTON,
Clarendon, Ark., June 30, 1862.

SIR: Upon consultation with, and the advice of the pilots of the *Lexington* and the White River Pilot of the *White Cloud*, I have reluctantly concluded that I can not proceed any farther up this river

with the gunboats. I will be compelled to leave this point to-morrow at the latest.

Will you be pleased to inform me in what manner my command can be of further use to you.

Respectfully, etc.,

JAMES W. SHIRK,
Senior Naval Officer Present.

Colonel G. N. FITCH, U. S. Army,
Commanding U. S. Land Forces, White River, Ark.

HEADQUARTERS INDIANA BRIGADE,
Clarendon, Ark., June 30, 1862.

SIR: Yours of this day received, in which you say that upon a consultation with, and the advice of the pilots, you have reluctantly concluded not to proceed any farther up the river with the gunboats. If it is unsafe on account of the stage of water for the gunboats to proceed, it must be equally so for the transports, as at least two of them draw as much water as the former.

I shall be constrained therefore, being deprived of the support of the gunboats in any effort which might be made to ascend, to direct the transports to accompany them down the river. This I do, not only with an extreme reluctance, but under the conviction that the effect upon General Curtis's command will be disastrous.

Did the number of troops under my command justify the effort, I would permit the heavy laden transports to return with you and proceed up the river with the lighter ones, but, under the knowledge we possess that Devall's Bluff is fortified, and a force of from 4,000 to 6,000 of the enemy stationed there, I do not feel justified in making the attempt, as it might result, when deprived of the support of the gunboats, in what I am particularly cautioned against in my instructions from General Grant, namely, the supplies falling into the hands of the enemy or being destroyed.

Under these embarrassing circumstances, the only "further" aid you can render to "my command," will be to remain, if you deem it safe for your ships, somewhere between this point and the mouth of the river until an effort can be made to communicate with General Curtis or General Grant's further pleasure in the premises be known.

G. N. FITCH,
Colonel, Commanding Indiana Brigade.

JAMES W. SHIRK,
Lieutenant, Commanding, and Senior Naval Officer of U. S. Flotilla, Clarendon, Ark.

U. S. GUNBOAT LEXINGTON,
Clarendon, Ark., July 1, 1862.

SIR: In reply to your communication of yesterday, I have to say that it will be my pleasure as well as my duty to remain in the river as long as the presence of the *Lexington* can be of any service to your command.

Since hearing the reports of your scouting party that was sent in the direction of Devall's Bluff, I will remain over here until

to-morrow, and then, at your suggestion, take on board a company of sharpshooters and, proceeding up the river, endeavor to ascertain the cause of the firing heard to-day.

After our return to this place, I will feel compelled to drop down to St. Charles.

I am, very respectfully, etc.,

JAMES W. SHIRK,

Lieutenant, Commanding, Senior Naval Officer Present.

Colonel G. N. FITCH, U. S. Army,

Commanding U. S. Land Forces, White River, Ark.

Report of Lieutenant Shirk, U. S. Navy.

U. S. GUNBOAT LEXINGTON,

Crockett's Bluff, Ark., July 3, 1862.

SIR: On our way down from Clarendon we met at this place two steamers with 600 troops on board as reinforcements for Colonel Fitch.

The troops are bivouacked on this bluff. I will remain with them as long as possible.

Hearing that the fleet had gone to Vicksburg, I have requested Lieutenant Commanding Blodgett to report to you at that place.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,

Lieutenant, Commanding.

Flag-Officer CHARLES H. DAVIS,

Commanding U. S. Naval Forces on

Western Waters, Flagship Benton.

General instructions from Flag-Officer Davis, U. S. Navy, to Lieutenant Shirk, U. S. Navy.

U. S. FLAG-STEAMER BENTON,

Off Vicksburg, July 5, 1862.

SIR: I have received your interesting communication of July 2, together with the enclosed correspondence between Colonel Fitch and yourself. I entirely approve of all that you have done, and thank you for your zealous efforts to fulfill the wishes of the Government by opening a communication with General Curtis.

I must rely upon your own judgment as heretofore to regulate the details of your conduct.

My general instructions are that you will continue to render to Colonel Fitch's command all the aid in your power. At the same time you must exercise great prudence in regard to the navigation of the river, and be careful that you and your convoy are not detained during the dry season. Such a result would be a mere disadvantage attended, as far as I can see, with no countervailing benefit.

This letter will be handed to you by Lieutenant Commanding Blodgett, of the *Conestoga*, whom you will either detain or dispatch

to me as you may think best, keeping me informed as far as possible of your movements.

Very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Lieutenant Commanding J. W. SHIRK, U. S. Navy,
Commanding Gunboat Lexington, White River.

Letter from Flag-Officer Davis, U. S. Navy, to the Secretary of the Navy, acknowledging receipt of complimentary letters.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 6, 1862.

SIR: I acknowledge with pride and pleasure the receipt of the complimentary letters of June 27 and 28 which the Department has done us the honor to address to Commander A. H. Kilty and myself, upon the late victory at St. Charles, achieved by the former in cooperation with the military forces under Colonel Fitch.

The expression of the sympathy of the Department with the sufferings of Commander Kilty, added to its approval of his conduct, will contribute greatly to his recovery. His first enquiry when I met him after the accident was "Have I done my duty?" Even at this period of his greatest danger he thought more of his reputation than of his life.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Flag-Officer Davis, U. S. Navy, to Major-General Halleck, U. S. Army, transmitting copy of report of commanding naval officer in White River.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 13, 1862.

SIR: I have the pleasure to transmit to you a copy of a report recently received from the commanding naval officer in White River, who has orders to second the operations of the army to the best of his ability.

Very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Major-General H. W. HALLECK,
Commanding Department of Mississippi, Corinth, Miss.

[Enclosure.]

U. S. GUNBOAT LEXINGTON,
St. Charles, Ark., July 9, 1862.

SIR: I have the honor to report that since the date of my last communication I have been actively employed with the vessel under my command in protecting the troops and transports in this river.

On the 4th instant the fleet left Crockett's Bluff and proceeded up the river. Passing Adams' Bluff, we were fired upon by a guerrilla band from the east bank of the river. We returned their shot with a shell. At this place I caused the destruction of a ferryboat. That night we laid at anchor in the river. At daylight the next morning we got underway again and at 8:30 anchored off the town of Aberdeen. Here Colonel Fitch bivouacked his men. At 6:30 p. m. a guerrilla band from shore fired at the *Lexington*, instantly killing Chief Engineer Joseph Huber and wounding severely Fritz Repo (fireman). I immediately caused the woods to be well scoured with grape, canister, and shell.

The fatal shot struck Mr. Huber on the right side of his back and came out from his right breast, severing in its passage the aorta.

On Sunday, the 6th instant, Colonel Fitch, with about 2,000 men, went out on a reconnoissance in force toward Devall's Bluff. At about 9 o'clock in the morning his advance, consisting of about 200 men of the Twenty-fourth Indiana Regiment, came up with and completely routed a body of the enemy's cavalry, consisting (by their muster roll) of 400 men. The enemy lost, by his own statement, 84 in killed and wounded. A flag of truce was sent in asking permission to bury their dead. This request was not granted, but thirty minutes were allowed them to gather up the dead and carry them off the ground. At the expiration of that time our forces again moved on, but after a pursuit of 3 miles returned to Aberdeen. The loss on our side was 1 killed and 21 wounded, most of them slightly. Colonel Fitch brought in 6 prisoners, among them one lieutenant.

On the evening of the 7th the troops left again for the purpose of making a feint toward Devall's Bluff, the *Lexington* and transports going up the river to meet them at or just below the bar at Clarendon. On arriving there I found that the cane and underbrush were so thick that it would be impossible to cut a road to the military road from Little Rock to Clarendon, and therefore concluded to pass above the bar, although there was less water upon it than the *Lexington* was drawing. I did so.

The troops came in at daylight, having surprised and routed a cavalry camp under the command of Colonel J. R. Shaler. In the evening, about dark, the colonel had his men ready for a march toward a place called Cotton Plant, on the Cache River, where report places a portion of General Curtis's army. At this time a steamer arrived from Memphis, bringing dispatches from General Grant, the tenor of which was that reinforcements could be sent here. As it is impossible for either of the gunboats or the heavy draft transports to ascend the river any farther than Clarendon, and the force that he has at his command is much too small to cope with the enemy at Devall's Bluff, the colonel decided to return to St. Charles; there await until the 10th the arrival of a messenger that he had dispatched on the 1st to General Curtis, and if he did not by that time hear from him to proceed to Memphis. As the steamer that came down yesterday was fired at from the shore only 35 miles below Memphis, I consider that I will be acting as you wish by convoying the transports to that place.

Last evening the fleet anchored at Rock Row [Roe]. At daylight this morning we got underway and proceeded down the river until 10

a. m., when we were detained for a couple of hours by one of the transports getting aground. Coming down, I met the *Conestoga*, Lieutenant Commanding Blodgett, who delivered your dispatches to me. We arrived at this place at 4 p. m. I will now take on board, if possible, the two guns on the bow of the *Maurepas*. * * *

I will ask Lieutenant Commanding Blodgett to remain until tomorrow, when we will know what Colonel Fitch decides to do, and will then dispatch him to Memphis.

I beg to call your attention to the accompanying report of First Assistant Engineer Meredith, in relation to the machinery of this vessel. Mr. Huber made a verbal report of the same tenor some weeks ago, but a desire not to be out of service at that time prevented me from making it known to you.

As soon as I can find the proper form of death certificate I will send those of Mr. Huber, Mr. Vroom [or Vroon], and of George Sanderson. I saw the death of Mr. Vroom in an official report of the Government undertaker at St. Louis.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,
Lieutenant, Commanding.

Flag-Officer CHARLES H. DAVIS,
Commanding U. S. Naval Forces on Western Waters.

P. S.—July 10th: I have directed Lieutenant Commanding Blodgett to proceed to Memphis, and, after having filled up his crew and placed his sick on board the hospital boat, to return to this place. It is perfectly impossible for me to tell what the plans of the land forces are from one hour to another, they are changed so often. I will not go up the river any farther than this place, as I do not consider it safe. One of the transports ran upon a log and was sunk yesterday. She was raised again, but cargo was much damaged.

JAMES W. SHIRK,
Lieutenant, Commanding.

Order of Flag-Officer Davis, U. S. Navy.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 12, 1862.

SIR: I have received your interesting letters July 9 and 10, giving a further account of the operations of the combined naval and military forces in White River. I shall send copious extracts from the letter to General Halleck.

It is out of my power to give you any special directions for the government of your future conduct in White River. In my opinion, St. Charles should be held by a competent military force, flanked by one or more gunboats as a means of maintaining possession of the river.

I have written to Washington for authority to equip a small squadron of boats of very light draft sufficiently protected in the machinery and pilot houses for the exclusive purpose of navigating and controlling the St. Francis, White, and Arkansas rivers.

The future movement of the squadron under my command must depend upon the action taken by the Government upon my recommendation.

In the meantime I have only to renew my former instructions to give to the army the best possible support. But, I said before, you must remember that you alone are responsible for the safety of vessel or vessels under your command; that you are not to risk their detention in White River unnecessarily, and that you are to keep me informed as much as possible of all your movements.

I hear with great pain of the death of Mr. Huber, and I will, upon your recommendation, appoint Mr. Meredith to succeed him.

It will be absolutely necessary for you, as it appears from the report of your chief engineer, to take the earliest opportunity to go to Memphis for the repair of your machinery. I hope you will find an opportunity to do so when the *Conestoga* returns. This I leave to your own discretion.

Very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Lieutenant Commanding J. W. SHIRK, U. S. Navy,
Commanding Gunboat Lexington, White River.

Order of Flag-Officer Davis, U. S. Navy.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 18, 1862.

SIR: I have had the pleasure to receive your letter of the 13th instant, giving me an account of your final cruise in White River and your communication with General Curtis, all of which is very interesting and well related.

The services of the *Lexington* can not be spared at present for reasons which will be well known to you before you receive this letter.

I am disappointed to hear that she is in want of repairs so soon after leaving the dockyard.

The two men placed on parole not to serve until regularly exchanged, mentioned in your letter of the 13th instant, will be sent to the receiving ship at Cairo with a letter of explanation to Captain Pennock.

Very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Lieutenant Commanding SHIRK, U. S. Navy,
Commanding Gunboat Lexington, Memphis, Tenn.

Extract of letter from "Life of Charles Henry Davis, Rear-Admiral."

FLAGSHIP BENTON, *Memphis, June 6, 1862.*

My early rising yesterday morning, the fatigues of yesterday, the limited allowance of rest last night, and this morning's fight have left me so weary that I can only congratulate you on my success of this morning, which has nearly annihilated the rebel fleet and

removed it forever as a subject of anxiety. You will have the most excellent and ample description of the fight by Mr. Coffin, of the *Boston Journal*, who was happily in the fleet and a witness of the whole affair.

Thank God for this great success. If the gunboats had fled before me, as their speed easily enabled them to do, they would still have been a thorn in our side. Now they can give us no further trouble; and, moreover, the blockading force of the river by the rebels is destroyed. You will not depend on me for the story, but keep all good accounts for me to see.

* * * * *

June 19, [1862].—We have a melancholy day to-day. A gunboat returned this morning from the expedition up White River, bringing an account of an engagement with two forts there by our vessels and the troops under Colonel Fitch, in which the former were captured. It was a gallant little affair. The gunboats silenced the first fort and the troops carried the second by storm. But the victory was dearly purchased. An accidental shot from the enemy's second battery penetrated the steam drum of the gunboat *Mound City* and scalded the greater part of the crew, after having killed four men outright. The complement of the *Mound City* is 175 men and officers. Of these 82 are already buried, 43 were drowned or killed by the savage enemy while in the water, 25 are badly wounded (scalded), in which number is included Captain Kilty. The wounded promise to do well, and 25 only of the 175—3 officers and 22 men—escaped without injury. This scene of horror was rendered more frightful by the enemy's shooting our wounded and scalded men in the water, and by firing into the boats of other vessels of the squadron which came to the assistance of the poor, helpless, drowning, and scalded victims. Contrast this with our humanity on the 6th, when our boats and tugs were busily employed in rescuing the disabled enemy in and out of the water.

This barbarous conduct on the part of the enemy will lead to terrible retaliation. The men of the squadron are now very much excited and vow vengeance.

June 20.—I find to my comfort that I have 41 of the poor fellows who were scalded with steam on board the *Mound City* in the hospital boat, instead of 25, as I wrote you yesterday. I have been to see them this morning and I find that most of them will recover.

June 22.—General Lew Wallace came on board yesterday afternoon by appointment, and we took a run down the river in one of the tugs to look at the buried, or mostly buried, remains of the *Jeff Thompson* and *Beauregard*. The former is the vessel that was blown up in her magazine. I landed on the river bank, which is strewn near the water with iron braces and fastenings and with charred remains of broken timbers. The smokestack of this vessel is still standing and visible to mark the spot where she descended. The *Beauregard* is irrevocably gone, but a good deal of her still shows above the water.

* * * * *

June 23.—Our expedition to White River is in some measure a failure, owing to the shallow stage of the river. The boats have returned to the mouth of the river, having grounded several times and run the risk of being detained all summer * * *.

June 28.—Since finishing the enclosed letter I have received a message from Farragut asking me to come down and help him take Vicksburg. I am getting ready to go now * * *.

Report of Major-General Hindman, C. S. Army.

HEADQUARTERS TRANS-MISSISSIPPI DISTRICT,
Little Rock, Ark., June 19, 1862.

GENERAL: Constantly attacking General Curtis in front and flanks and threatening him in rear, I have compelled him to fall back 40 miles north of the line he occupied when I assumed command. If I had him only to deal with, I could destroy his whole army inside of twenty days; but the Federal gunboats and transports, three of the former and two of the latter, with between 1,500 and 2,000 infantry and two field batteries, entered White River on the 14th instant. Next day at 12 m. they engaged the little force I had posted at St. Charles, the first bluff, 110 miles above the mouth. I had there in rifle pits 50 infantry, under Captain Williams, of my staff, together with two 8-inch guns, manned from our gunboats *Maurepas* and *Pontchartrain*, under Captains Fry and Dunnington. The engagement lasted between two and three hours. No official report has yet reached me. I received, however, to-day by courier from the commander of a party of mounted scouts that had been sent there this information: That the enemy carried the position, taking our guns, killing 6, wounding 1, and capturing 1 of our men, with the loss to the Federals of 140 killed, 1 gunboat sunk, and 1 transport blown up, the boiler pierced by a shot. Our guns were spiked before their abandonment. Our forces retired toward Devall's Bluff. The Federal fleet is reported to have passed St. Charles yesterday morning, having been detained by obstructions put in the river. With a little time, more men, and a reasonable number of heavy pieces and small arms, with ammunition in proportion, I could have made the position impregnable. But I could only arm 50 men, giving them 100 rounds of ammunition. I had started an infantry regiment in ample time to reinforce, but had to hold it at Devall's Bluff till I could buy, beg, and impress powder by the pound, make and send to it by rail 40 rounds of cartridges. This delay kept it at Devall's Bluff till the morning of the 17th, when it moved down by steamers, and got within 10 miles of St. Charles before its capture.

Another engagement with the Federal fleet will probably take place at Devall's Bluff to-morrow. I have two 8-inch guns mounted there, with 1,000 infantry and 250 mounted men, but no obstructions in the river. We may sink another gunboat, but the fleet will in all probability get by without a great deal of difficulty. Above for 30 miles both banks will be lined with sharpshooters. If an attempt is made, as I anticipate, to move across this place, my force of mounted men will destroy their train, and, by burning everything here, as I intend, they may yet be starved out and destroyed.

This is a hasty and very imperfect sketch of things near at hand. Farther off, upon the Cherokee border, there is a Federal force of between 3,000 and 5,000 men. I have assembling at Fort Smith one regiment of mounted men, which will be in the field three days hence.

Another will follow the 30th of this month. I have also ordered Brigadier-General Pike to move in that direction and establish his headquarters at Fort Gibson. His force does not amount to much, but there is no earthly need of its remaining 150 miles south of the Kansas line throwing up intrenchments. My whole force in that region will equal the enemy's before he is ready to move upon Arkansas, if that is intended, which I doubt.

South of this there is yet no movement against me. I have ordered Brigadier-General Roane to Monroe, La., to organize a brigade, and have reason to believe he will succeed in a very short time.

The difficulties that oppress me are great. I believe, however; that I will be able to overcome them all and report my entire district clear of Federals (except along the Mississippi) by the first frost, provided the suggestions made in my previous letter about enlarging my jurisdiction and powers are approved and funds and arms and ammunition sent me promptly. I beg also to say in addition that the partisan rangers and State guard organizations will be likely to impede my efforts. One jurisdiction and one organization for this entire Trans-Mississippi region are, in my opinion, absolute essentials to success.

Very respectfully,

T. C. HINDMAN,
Major-General, Commanding.

General S. COOPER,
Adjutant-General.

Extracts from detailed report of Major-General Hindman, C. S. Army, regarding operations in White River, Ark.

RICHMOND, VA., *June 19, 1863.*

GENERAL: Heretofore it has been impracticable for me to make any connected report of my services as commander of the Trans-Mississippi District. Such a report is therefore submitted at this time. * * *

On June 3, anticipating the fall of Memphis, and that the Federal fleets would ascend White River and the Arkansas to cooperate with Curtis, I took steps for obstructing both streams. * * * The point selected on White River was St. Charles, about 100 miles above the mouth, where the first bluff appears. * * *

June 5, I pushed my cavalry boldly against Curtis's advance. * * * I had previously endeavored to impress Curtis with the belief that a large force came with me from Corinth and that heavy reinforcements had reached me from Texas. * * * The result answered my expectations. After a very feeble resistance, the Federal cavalry fell back beyond Bayou Des Arc.

I then ordered the *Maurepas* up White River to capture or destroy the supplies collected at Grand Glaise and Jacksonport and to alarm the enemy by threatening his communication with Batesville. Captain Fry executed these orders with admirable promptness and complete success.

* * * * *

On June 16 a Federal fleet appeared in White River, near St. Charles. It consisted of the ironclad gunboats *St. Louis* and *Mound City*, each mounting thirteen guns; the *Lexington* and *Conestoga*,

partially ironclad, each carrying seven guns; the tug *Tiger*, carrying one 24-pounder howitzer, and three transports, with between 1,000 and 1,500 infantry, under Colonel G. N. Fitch. The *Maurepas* was at St. Charles, but would have been useless against the enemy's ironclad vessels. The obstructions being incomplete, she was sunk across the channel, together with two steamboats. Two rifled 32-pounders and four fieldpieces were put in battery on the bluff, manned by 79 men of the crews of the *Maurepas* and *Pontchartrain*, under Captain Dunnington, of the latter vessel. Captain Williams' armed men, 35 in number, were disposed as sharpshooters below; those not armed were sent to the rear. Captain Fry was placed in chief command.

The Federal gunboats attacked about 9 a. m. on the 17th. After an engagement of nearly three hours' duration, the *Mound City* was blown up by a shot from our batteries and the rest retired out of range. The infantry then landed and carried the position, our little force spiking the guns and retiring up the river.

Our loss was 6 killed, 1 wounded, and 8 missing. That of the enemy was over 200. On the *Mound City* alone 180 perished. Captain Fry, the last to retreat, was severely wounded and made prisoner. For further particulars of the heroic conduct of this officer and of Captains Dunnington and Williams, with the officers and men under them, I refer to the detailed report of the engagement heretofore forwarded through the headquarters of the Western Department.

* * * * *

The expedition under Fitch was joined on the 17th and 18th by an additional gunboat and six transports carrying troops, which raised his land force to 4,000 men or thereabouts. Evidently alarmed by the resistance met at St. Charles, he moved very slowly upstream, fired upon from both banks by my cavalry, dismounted, and by citizens. His losses were considerable. At Clarendon, 25 miles below Devall's Bluff, he landed a regiment of infantry and moved it forward on the west side to reconnoiter, escorted by the tug *Tiger*.

After advancing 5 miles it was compelled to retire with a loss of 55 in killed and prisoners. This repulse was given by Morgan's squadron of Texans and four unattached companies of Arkansas troops under Captain P. H. Wheat, assisted by several independent companies of nonconscripts.

* * * * *

I have the honor to be, general, your obedient servant,

T. C. HINDMAN,
Major-General.

General S. COOPER,
Adjutant and Inspector General.

Report of Lieutenant Dunnington, C. S. Navy, regarding the engagement at St. Charles, Ark.

C. S. GUNBOAT PONTCHARTRAIN,
Little Rock, Ark., June 21, 1862.

GENERAL: As the senior officer in command of the naval forces, in the absence of Captain Fry, C. S. Navy, I beg leave to submit the

following report of the engagement between our forces and the enemy's gunboats at St. Charles, on the morning of the 17th instant:

I reached St. Charles on Monday evening, 16th instant, about 6 p. m., with the men I carried with me to work the two rifled 32-pounder cannon, which I had previously placed there in battery. I found our forces there under arms. The smoke of the enemy's gunboats was plainly seen from the bluff, and the pickets who had come in reported two gunboats, one tug, and two transports below advancing.

Owing to the unexpected approach of the enemy Captain Fry had not time to land his arms [guns], but immediately placed his vessel across the river above my battery of rifled guns, intending to resist their progress. Finding the enemy did not advance, after dark it was determined to sink the gunboat *Maurepas*, the transports *Eliza G.* and *Mary Patterson* in a line across the river.

The sinking of the gunboats was intrusted to Captain Leary.

Captain Fry, with his own crew, sank the *Maurepas*, remaining on board until the gun deck was submerged.

The blockading of the river was necessarily so hastily done that no ballast or weight could be placed in the transports. About day-break the last vessel was sunk, and the river blockaded temporarily.

Supposing the enemy would make the attack at early daylight, one rifled Parrott gun and ammunition, in command of Midshipman [F. M.] Roby, was moved some 400 yards below the rifled battery and placed in position. The sailors who manned the different batteries were ordered to sleep within a few feet of their guns. Shortly after daylight two rifled Parrott 8-pounder guns, that had been sent to the rear for want of ammunition, were brought up and placed in position near the guns commanded by Midshipman Roby. These three guns were manned by the crew from the *Maurepas*, and Captain Fry in person superintended the fighting of them. One 12-pounder howitzer from the *Maurepas*, manned also by the crew, was sent down the river to assist Captain Williams in checking the enemy's advance by land.

At 7 a. m., on the morning of the 17th, the pickets reported the enemy getting up steam. At 8:30 they had advanced up the river to our lines, and two gunboats commenced throwing shell, grape, and canister among our troops on the right bank of the river. They advanced very slowly, attempting to find our heavy guns. When they arrived abreast of Captain Fry's rifled guns, they opened on his battery very rapidly for three-quarters of an hour, endeavoring to silence his guns. Failing to do so, they slowly moved up the river until they came within point-blank range of one of our rifled 32-pounders. The leading gunboat stopped to fight that gun, but finding the gun still farther up was firing at her, she moved up the river to get its position, and in so doing placed herself between the two guns and in point-blank range.

The other gunboat, in obedience to signal, I suppose, came abreast of the lower battery and opened a brisk fire upon us. About this stage of the action, 10 a. m., Captain Fry sent me word that the enemy were landing a large force below. All the available men that could be found were immediately sent to Captain Williams' assistance. At 10:30 a shot from the rifled 32-pounder farthest up

the river penetrated the leading gunboat and either passed through her boilers, steam chest, or pipe, filling the entire vessel with steam, and causing all that were not killed or scalded with steam to jump into the river. The vessel was completely deserted, and drifted across the stream into the bank near Captain Fry's battery. He immediately hailed and directed their flag hauled down. They failing to do so, although the order was given by some of their own officers in hearing of our people, our own men were directed to shoot those in the water attempting to escape. The two rifled guns were immediately directed to fire upon the lower gunboat, which was still engaging us. She was struck several times and soon ceased firing, slowly dropping down the river, I think, materially damaged, as she made no effort to assist the boat we had blown up, or save their friends in the river. Near 11:30 Captains Fry and Williams came to my battery and told me the enemy had completely surrounded us; the battery of small rifled guns had been spiked, and our people were in retreat. I trained one of the rifled guns to take a last shot at the enemy, and as we fired their infantry appeared over the brow of the hill, about 50 yards distant, and opened on us with musketry. Captain Fry then proposed to make a stand with the sailors, and attempted to hold the guns, but they were only armed with single-barreled pistols, which they had fired at the enemy in the water.

Nothing was now left but to save all the men we could, and, as the enemy had us under a cross fire, the men were ordered to retreat, the officers bringing up the rear, until scattered in the woods.

I had confined in single irons at my battery, six prisoners captured by Captain Fry at Little Red River. Deeming it inexpedient to bring them away, and as Captain Fry told me he had no positive proof against them, I left them for the enemy.

The gallantry of Captains Fry and Williams was so conspicuous as to arouse general notice and remark. To my own officers and several of Captain Fry's who served with me, I am particularly indebted. Mr. William Smith, acting master; Mr. William Barclay, engineer; Midshipman Roby, who commanded one of the guns; Mr. W. L. Campbell and Doctor Addison, of the *Maurepas*, acted with great gallantry and displayed a coolness and courage unsurpassed by any one in the engagement.

To Colonel Belknap, one of the citizens of St. Charles, we are all indebted for the untiring energy and zeal with which he assisted before and during the action. He was always where he was needed, encouraging the men and assisting the officers. I am unable to furnish a list of killed and wounded, but do not think the number exceeds 3 up to the time of the retreat. For the operations of the infantry I respectfully refer you to Captain Williams.

I herewith enclose a rough sketch of St. Charles and the surrounding country, including the position of our batteries and that of the enemy's gunboats.

I am, sir, with great respect,

J. W. DUNNINGTON,

Commanding Gunboat Pontchartrain.

Major-General HINDMAN,

Commanding Trans-Mississippi District.

Letter of transmittal from the Secretary of the Navy to the President of the Confederate States.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, August 21, 1862.

SIR: I have the honor to submit herewith, to be transmitted to Congress, copy of the report of Lieutenant John W. Dunnington, C. S. Navy, of the engagement at St. Charles, on the White River, in the State of Arkansas.

This report was only received to-day, and not in time to accompany my report to you of the 16th instant.

With much respect, I am, sir, your obedient servant,
S. R. MALLORY,
Secretary of the Navy.

The PRESIDENT.

[Enclosure.]

C. S. GUNBOAT PONTCHARTRAIN,
Little Rock, Ark., June 23, 1862.

SIR: Not being able to learn the whereabouts of Captain Pinkney, commanding naval forces on the Mississippi, I beg leave to submit to the Navy Department the following detailed report of an engagement which occurred on the 17th instant at St. Charles, on White River, between the enemy's forces, consisting of two large ironclad gunboats, one tug, and two transports carrying one regiment of infantry, and our forces consisting of the officers and crew of the C. S. gunboat *Maurepas*, 30 men and 5 officers belonging to this vessel, and 35 infantry under Captain Williams, C. S. Army. At the request of Major-General Hindman I had placed in battery at St. Charles (which is 90 miles above the mouth of the river) two rifle 32-pound guns belonging to this vessel and two rifle 3-inch fieldpieces that I found at the arsenal here.

On the 4th instant Captain Fry arrived in the C. S. gunboat *Maurepas* and landed all his stores, intending to land his guns and place them immediately in battery, but the enemy's gunboats came within a few miles on the evening of the 16th.

The *Maurepas* was immediately moored across the river as an obstruction to the passage of the river.

As the enemy had not advanced any farther that night, it was determined to sink the *Maurepas* and two transports across the river above my rifle battery, which was accomplished before day.

The two rifle 3-inch guns, with a brass rifle piece landed from the *Maurepas*, was placed in position 400 yards below the rifle battery and commanded by Midshipman Roby, but under the immediate command of Captain Fry; a brass 12-pound howitzer, also landed from the *Maurepas*, was put in charge of Engineer Scisson, to assist infantry. At 8.30 a. m. the enemy had advanced as far up the river as our lines, and the gunboats commenced a heavy fire upon our infantry, throwing shell, grape, and canister. When abreast of Captain Fry's light battery, he opened upon the leading boat. The two boats stopped and engaged him for three-quarters of an hour and then moved slowly up the river until they came within point-blank range of the lower 32-pounder, which immediately opened upon them, they stopping to fight that gun; but finding the gun higher up the river,

which was masked by the undergrowth, had their range and was firing upon them, the leading boat advanced to find the position of the upper gun, which she did, and opened upon it a brisk fire, but in doing so she had placed herself in point-blank range of both guns; the lower boat then moved up abreast and commenced engaging the lower gun. At this stage of the action, 10 a. m., while all our forces were playing upon the gunboats, Captain Fry sent me word that the enemy were landing a large force from the transports. All the available men that could be spared from the guns were immediately sent to assist the infantry under Captain Williams. About 10.30 one of the 32-pound shot from the upper rifle gun passed through the boilers, steam chest, or pipe of the leading gunboat, filling her immediately with steam and causing all who were not killed to jump into the river. The vessel was completely deserted and drifted across the stream into the bank near Captain Fry's battery. He immediately hailed and directed their flag hauled down; they failing to do so, the order was given to shoot all in the water that attempted to escape. The rifle 32-pound guns were now directed to fire upon the other gunboat, she returning the fire briskly for a few moments and then ceased firing, and evidently drifted or backed down the river clear of our battery, I think seriously injured, as she made no effort to tow or help out of our way her deserted and disabled consort. A few moments later Captains Fry and Williams came to my battery and told me we were surrounded by a large force, the light battery of guns had been spiked, and our force was on the retreat. Captain Fry proposed to make a stand at the guns with my men, but they were only half of them armed, and they with single-barreled pistols, which they had fired at the enemy in the water. Nothing was now left but to save as many men as possible. The men were ordered to retreat, and the senior officers brought up the rear until we were scattered in the woods. Since the retreat I have been unable to ascertain our loss in killed and wounded and missing.

Captain Joseph Fry, the enemy report, is badly wounded and a prisoner in their hands; they also claim to have killed and taken prisoners 13, and acknowledge a loss of 160 on their side. Among the prisoners they took were 6 men, arrested by Captain Fry as traitors. I had them in irons at my battery, and as the proof against them was not sufficient to justify me in shooting them, I left them for the enemy. The gallantry of Captain Fry was so conspicuous as to cause general notice and remark. His loss to us at this time will be seriously felt. To my own officers and those of the *Maurepas* who took part in the engagement, I am particularly indebted for the gallantry, coolness, and courage they displayed and the efficient aid they rendered me at the guns. Midshipman F. M. Roby, who commanded one of the light rifle guns, I must especially call to your notice as behaving with marked gallantry and fighting his gun manfully under a heavy fire and against great odds until ordered to spike and leave it.

I submit the names of following officers who were at the different batteries and who deserve the highest praise: Mr. William Smith, acting master; W. S. Campbell, captain's clerk; Mr. William Barclay, second assistant engineer; Mr. William Smith, third assistant engineer; Mr. Victor Egly, second assistant engineer; W. J. Addison, assistant surgeon. Mr. Mahe, clerk to Captain Fry, acted as aid to

Captain Fry, and is reported to have behaved well. As my duty to the service I must also state that the following officers belonging to the *Maurepas*, who ought to have taken a part in the engagement, did not serve either with infantry or artillery, and I believe absented themselves without permission, viz: Mr. John Mann, second assistant engineer; Mr. George Jones, second assistant engineer; Mr. Joe Ramsey, third assistant engineer; Mr. Henry Wright, acting master; Mr. John T. Davis, acting master. Our losses were the C. S. gunboat *Maurepas*, her entire armament and stores except a quantity of powder; two rifle 32-pound guns complete; a quantity of provisions, and all the clothing belonging to the 30 men detailed from this vessel. As soon as I am able I will furnish the Navy Department with a list of the killed, wounded, and missing.

I am, sir, with great respect, your obedient servant,
JNO. W. DUNNINGTON,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Extract Mobile Daily Tribune, Wednesday morning, July 2, 1862.

We have been kindly furnished by a young officer of the Navy, who participated in the battle of White River, with the following account of the fight:

After the fall of Memphis the enemy sent two ironclad gunboats and one tug, besides several transports laden with troops, up White River to regain the advantages wrested from them by the C. S. gunboat *Maurepas*, as well as to "double-bank" that vessel and destroy her. The *Maurepas* had an armament of two smooth guns, which were almost useless in contending with the enemy's boasted ironclads. Two rifle guns had been sent from Fort Randolph to St. Charles, on White River, and were at once mounted on a bluff by Lieutenant Commanding J. W. Dunnington, of the Confederate gunboat *Pontchartrain*, then at Little Rock. When the enemy arrived within 3 or 4 miles of the little two-gun battery, Captain Fry sank the *Maurepas* in the channel in order to bar the ascent of the enemy and make him fight our rifle guns. Two little fieldpieces were brought overland from Little Rock and composed part of the means of defense. These were in charge of Lieutenant Commanding Joseph Fry.

The enemy sent a tug in advance, with a Confederate flag and flag of truce, both flying; but as soon as she discovered that our side was bent on fighting she returned to the *Mound City* and other gunboat. Very soon the former boat steamed around a point and advanced to within 75 yards of our battery. The rifle guns were loaded with the Read projectile, and at the third shot a ball penetrated her ironclad side and passed through her boilers. The steam in an instant enveloped everything, and Captain Dunnington ceased firing in order to give her an opportunity to haul down her colors. The suffering must have been dreadful, even to the few that escaped, for many could be seen when the steam cleared away sitting on deck tearing the clothes from their scalded bodies, and all regardless of the shot that were soon sent to destroy the small cutters of the other boat that had picked up some who had jumped overboard.

The *Mound City* in the meantime drifted into the bank and some of our men put their hands on her anchor stock in token of the triumph. The fight now shifted. The enemy, having been felled by water, landed 1,500 men and attacked the battery, which was defended by only 65 men with few small arms. The consequence was as might have been expected. Our men fought them bravely, but were overpowered, and the enemy were masters of the place and its defenses.

Our casualties, as far as known, were 2 men killed. Captain Fry was shot in the shoulder and taken prisoner. Most of the officers and men escaped and are now on this side of the river.

Report of Captain Williams, C. S. Engineers, regarding the engagement at St. Charles, Ark.

HEADQUARTERS TRANS-MISSISSIPPI DISTRICT,
Little Rock, Ark., June 21, 1862.

SIR: I have to report that on the evening of the 16th information was brought me that the enemy's gunboats were advancing on St. Charles, which was soon substantiated by advance of our pickets posted down the river. We immediately made preparations to receive them, the artillerymen keeping their positions at the guns during the night and my command being thrown out to prevent a surprise. We also, to prevent the enemy's gunboats passing our position, under orders from Major-General Hindman, scuttled the steamboats *Eliza G.* and *Mary Patterson*.

Captain Fry, of the C. S. Navy, who was in command at St. Charles, scuttled the gunboat *Maurepas*, thus forming an obstruction across the river that could not be moved until our batteries were silenced. The enemy, however, made no demonstration during the night. On the morning of the 17th, about 8:30 o'clock, two gunboats, two transports, and one tug appeared in sight and prepared to engage us. The men under my command, consisting of detachments from Captains [Ed. T.] Jones', [H. B.] Hearon's, [William J.] Smith's, and [Jeptha C.] Johnson's companies, Colonel Pleasants' regiment, numbering about 35 men, were, by order of Captain Fry, deployed as sharpshooters, and posted along the river below the battery.

At 9 a. m. we engaged the enemy's pickets and drove them in. The firing disclosed our position to the gunboats, from which the enemy commenced a furious fire of grape and shell, before which my men fell back to a more secure position. At this time the enemy opened fire upon our light battery of four guns, manned by the crew of the *Maurepas*, to which they replied gallantly.

At 10 a. m. the heavy battery under command of Captain Dunnington, C. S. Navy, opened fire on them and soon blew up one of their boats and silenced the other.

When the explosion took place the boat's crew jumped into the water and into boats to escape the scalding steam that was pouring out of every hole and crevice. I immediately ordered all the sharpshooters that remained on the field, about 20 in number, to the river bank to shoot them; numbers of them were killed in the water.

At this time, about 11 o'clock, I discovered the enemy landing below, and immediately ordered men to take possession of Colonel Belknap's house for the purpose of holding them in check.

When we reached the top of the hill near the house, the enemy poured into us a furious fire of musketry at a short distance. I at once made a reconnoissance of their position in person, and ascertained that we were almost surrounded by a force of several hundred men. I informed Captain Fry of our situation and was ordered by him to fall back to the battery, which I did with the few men who remained with me. When we reached the battery the enemy were on our front and right flank, and poured into us a galling cross fire of musketry.

Captain Fry gave the order to retreat, and immediately the men scattered and ran the gantlet of a heavy cross fire for nearly half a

mile, the officers bringing up the rear. I can not make an accurate report of our loss, not knowing who made their escape. It is, however, very slight. The enemy's loss must have been very heavy. They admit a loss of 140 killed, drowned, and scalded. All our stores and artillery fell into the hands of the enemy.

I respectfully call your attention to the coolness and intrepid bearing exhibited by Captain Fry, our commander, who, from disease, could not make his escape, and was, I understand, severely wounded and taken prisoner. Captain Dunnington in this engagement has proved to the world that the Federal gunboats are not invulnerable. You are respectfully referred to his report for more minute information. I would also call your attention to the gallantry of a portion of my command, some 20 in number, whose names I can not give, and particularly to the intrepid manner in which privates [J. H.] Bruce and [G. W.] Everett, of Captain Hearon's company, behaved themselves.

I take great pleasure in acknowledging the services of Colonels Belknap and Finch and Messrs. Herman and Margins. The thanks of the country are due them for assistance rendered in encouraging and cheering the men and bringing them up.

I am, very respectfully, your obedient servant,

A. M. WILLIAMS,
Captain of Engineers.

Colonel [ROBT. C.] NEWTON,
Assistant Adjutant-General.

General Order of Captain Davis, U. S. Navy.

JUNE 14, 1862.

Hereafter the following regulations will be observed by the vessels of the flotilla in their communication with the hospital boat *Red Rover*.

All sick persons in the fleet are not to be sent on board the hospital boat indiscriminately. It will be understood, on the contrary, that only those patients are to be sent to the hospital boat who it is to be expected to be sick for some time, and whose cases may require more quiet and better attention and accommodation than can be provided on board the vessels to which they belong.

Slight disorders and accidents will be treated by the surgeon under whose care they may happen to fall.

This being distinctly understood and uniformly adhered to, the following rules will be observed in the transfer of patients to the hospital boat.

1st. When such transfer is necessary in the opinion of the surgeon having care of the case, he will make a brief statement in writing to that effect to the captain of the vessel, who will forward it to the commander in chief.

This rule will remain in force as long as there is no fleet surgeon to the flotilla, or as long as the general regulations of the Bureau of Medicine and Surgery can not be carried into execution.

2d. If the transfer be authorized by the commander in chief, the patient will be accompanied by a statement, giving the name of the

vessel to which he belongs, his own name, his rank, the diagnosis and treatment of his disease.

3d. The surgeon having charge of the case will, if possible, go with the patient on board the hospital boat.

4th. The patients on board the hospital boat *Red Rover* will continue to be borne on the pay and muster rolls of their respective vessels, and will be furnished from their own vessels with whatever they may require in the way of clothing, etc., but their rations will be stopped while on board the hospital boat and credited to the Government.

5th. When restored patients are sent to their proper vessels, they will carry with them a discharge from the hospital boat, signed by the surgeon and attested by the captain of that boat.

Additional.—Hereafter all applications for ice from the *Red Rover* must be made between the hours of 8 and 9 o'clock a. m., and no application will be entertained that is made after 9 a. m.

The captain of the *Red Rover* has been furnished with a list, in accordance with which all supplies of ice will be furnished until further orders.

C. H. DAVIS, *Commodore.*

Letter from Captain Davis, U. S. Navy, to Quartermaster Wise, U. S. Army, expressing approval of the new hospital boat Red Rover.

JUNE 14, 1862.

CAPTAIN: I have waited until I had an opportunity to make a personal examination of the hospital boat *Red Rover* before expressing to you my great admiration for your success in this undertaking and the sincere gratitude felt toward you by myself and the officers and men under my command for the judgment and humanity with which you have executed this important work.

No one but those who have witnessed it can comprehend the sufferings to which our sick have been exposed by the absence of proper accommodations on board the gunboats and by the necessity for frequent and sometimes hasty change of place.

The wounded and the patients suffering from fever occupy, under the direction of the surgeon, those parts of the ship which are the most quiet and best ventilated.

When the ship was cleared for action, as often happened when lying near Fort Pillow, it was necessary to take down their cots and hammocks more than quickly into out-of-way and uncomfortable places.

This must always have been attended with pain and distress, if not positive injury.

The arrival of the *Red Rover* will put a stop to all this, promote the efficiency of the squadron by procuring comfort and the means of restoration for the sick.

All the conveniences and appliances of a hospital are fully provided, and to these are added the neatness and order essential to so large an establishment.

I improve this opportunity to say that I adopt with pleasure your suggestion for creating a coal depot at Memphis, leaving to you the selection of the site for the depot and of the custodian for the coal.

I am alive to the necessity of reducing the expenses for the hire and subsistence of transports, and, accordingly, have given orders to discharge the *Lake Erie*, *Wisconsin*, and the *Alps*.

A similar retrenchment, Colonel Fitch informs me, will be practiced by the Army.

I am, captain, with high respect and regard, your servant and friend,

C. H. DAVIS,

Commanding Naval Forces on Western Waters.

Captain and Quartermaster GEORGE D. WISE.

Report of Lieutenant Fitch, U. S. Navy, commanding U. S. S. Judge Torrence, regarding the raising of the Confederate steamer General Sterling Price.

ORDNANCE STEAMER JUDGE TORRENCE,

Memphis, June 15, 1862.

SIR: I have the honor to inform you that the steamer *Sterling Price* is afloat and that her hull is apparently in good condition.

The port shaft was hauled overboard and let go in about 4 fathoms of water by those who first attempted to raise her, and I regret to say that in consequence of the present sudden rise in the river I was not able to get hold of it. I succeeded, though, in finding its position, which I marked with a buoy.

I would most respectfully acknowledge the very efficient services of Chief Engineer Bickerstaff, Second Master Newton, and Pilot William G. Sheely. These officers worked in the mud and water for three days, with the most unbounded perseverance and energy, and I most earnestly request that they be transferred to that vessel with me.

The captain and officers of the steamer *Champion* are also deserving of much praise for their cheerful and energetic assistance.

Very respectfully, your obedient servant,

LEROY FITCH,

Lieutenant, Commanding.

Flag-Officer C. H. DAVIS,

Commanding Naval Flotilla, Western Waters.

Letter from Captain Davis, U. S. Navy, to Lieutenant Fitch, U. S. Navy, in appreciation of the efficient services of those who assisted in the raising of the C. S. S. General Sterling Price.

JUNE 15, 1862.

SIR: I have had the pleasure to receive your letter of this date, in which you inform me that the captured gunboat *General Price* is afloat and mention the efficient services of those officers and men who particularly distinguished themselves in the arduous and protracted labor of raising her from the bottom.

I beg you will call the officers and men together and make known to them by reading this letter the very high estimate which I place upon the efficient services of Chief Engineer Bickerstaff, Second Master Newton, and Pilot W. G. Sheely in this undertaking.

I desire also to thank publicly the captain, officers, and men of the steamer *Champion* for their cheerful and energetic cooperation.

In emergencies like these everything depends upon the superior intelligence of the directing minds and upon the faithful and untiring industry of the working hands.

I shall be happy, when an occasion offers, to show my just appreciation of the manner in which both the intelligence and industry were displayed on this occasion.

Very respectfully, etc.,

C. H. DAVIS,

Flag-Officer, Comdg. Western Flotilla, Mississippi River.

Lieutenant Commanding LE ROY FITCH,

Commanding Judge Torrence, Memphis, Tenn.

Report of Colonel Ellet, commanding Ram Fleet, explaining his non-cooperation in White River.

U. S. RAM SWITZERLAND,

Before Memphis, June 15, 1862.

SIR: I have received your dispatch informing me of your appointment of Doctor Robarts as surgeon and Doctor Lawrence as assistant surgeon of my fleet, and requesting a detailed report concerning the rams. For the first few days after receiving my wound, my mind was incapable of transacting business. Since then great nervous prostration, with pain and fever, have rendered me entirely incapable of mental labor. I now have the measles superadded. I will prepare the report you ask for as soon as I am able to dictate it, which I hope will be in the course of two or three days. I did not send a detachment up White River to act in conjunction with the gunboats, as Commodore Davis requested, because the commodore was not willing to receive my cooperation unless I placed my vessels under the command of one of his officers. This, of course, I could not consent to do. Our successes at Memphis were gained by acting independently.

Mr. Brooks has arrived with supplies for my fleet.

Respectfully,

CHARLES ELLET, Jr.,

Colonel, Commanding.

Hon. E. M. STANTON,

Secretary of War, Washington, D. C.

[Telegram.]

U. S. FLAG-STEAMER BENTON,

Memphis, June 16, 1862.

Three gunboats sailed for White River on the 13th instant.

Commissary boat *White Cloud* sailed on the 15th instant under convoy of the gunboats and escorted by the Forty-sixth Indiana Regiment, Colonel Fitch.

The commanding officer is ordered to report, when communication is opened, with General Curtis. I will communicate his report to you.

Very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. Western Flotilla, Mississippi River.

Major-General H. W. HALLECK,

Commanding Department of Mississippi.

Letter from Captain Davis, U. S. Navy, to Captain Pennock, U. S. Navy, regarding general matters and referring to the capture of the steamer Clara Dolsen.

JUNE 16, 1862.

SIR: I have received your communication of the 15th instant.

The report of the survey of the *Sumter*, which I herewith return, is entirely satisfactory.

I have had half a mind to repair those captured gunboats here, but the organization which it would be necessary to establish in order to do it here as quickly as in Cairo has prevented me from undertaking it. I hope I do not press you too hard, and I hope above all things that you are not obliged to suspend work upon the *Eastport*.

Mumbonner had better be discharged, for when I come to investigate the witnesses I find that they shrink from investigation. It is not often that I am made the victim of rumors and reports.

Is any one proposed in Ransom's place?

Of how many petty officers, seamen, etc., does the crew of the *Eastport* consist?

Lieutenant Commanding Thompson, in the *Pittsburg*, will proceed to Cairo for repairs as soon as you are ready for him, and bring with him his captured steamer, which I have named *General Pillow*, in honor of that gigantic military genius. The only objection to the name is that the little thing is sound in her hull, which can't be said of General Pillow. However, she resembles the general in another particular; she has a great capacity for blowing and makes a noise altogether disproportionate to her dimensions.

I hope General Strong will not be seriously affected by the introduction of this formidable name within the precincts of his military command.

I return the passes belonging to you.

You will be glad to learn that our gunboats now in White River have captured that magnificent steamer *Clara Dolsen*, which is now lying under my guns.

Please transmit the enclosed telegraphic dispatch to General Halleck and furnish a copy to General Strong.

I am in hopes to hear from the *Tyler* soon. What report does Captain Gwin make of his progress?

Very respectfully, yours,

C. H. DAVIS,

Flag-Officer, Comdg. Western Flotilla, Mississippi River.

Captain A. M. PENNOCK,

Commanding Post, Cairo, Ill.

Letter from Captain Davis, U. S. Navy, to Quartermaster Wise, U. S. Army, regarding coal furnished to army vessels.

JUNE 16, 1862.

CAPTAIN: I have received your letter of the 14th and I will issue the order you request immediately.

In fitting out the recent expedition for White River, which was done under the pressure of orders by telegraph, I was obliged to furnish coal to the army transports and supply vessels, which I hope you will make them pay back.

Let us have our depot here, captain, and we will imitate the Hebrew Jews in our economy of its use.

I am, captain, very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. Western Flotilla, Mississippi River.

Captain GEORGE D. WISE.

Report of Colonel Ellet, commanding Ram Fleet, regarding proposed transfer of command.

U. S. STEAM RAM SWITZERLAND,
Before Memphis, June 16, 1862.

SIR: Mrs. Ellet and my daughter joined me yesterday. I can not but suppose from your kind notes to Mrs. Ellet, telling her that I would be relieved, that you will approve of the temporary transfer of the chief command of my fleet to my brother, Lieutenant-Colonel A. W. Ellet. The great prostration of my system points, I fear, to slow recovery. I can do nothing here but lie in my bed and suffer. I feel deeply the responsibility of transferring this fleet to anyone. Two weeks ago a demoralization, proceeding wholly from cowardice, began to agitate the fleet. My attack on the rebel steamer at Fort Pillow introduced a more wholesome state of feeling. The crew that left the *Queen of the West* and allowed volunteers to take their place came to me and expressed their deep humiliation, and begged me to give them another chance, promising never to fail me again. It is that same crew that fulfilled its promise so well at Memphis. There is now a most excellent spirit prevailing, and a desire on the part of those who declined, or had no opportunity to go into the late action, to have their share of fame or approbation. Whether this confidence amongst such a heterogeneous material can be transferred to another is to be tested. The conspicuous part acted by Lieutenant-Colonel Ellet at Memphis will make it easier for him to command it than anyone else.

I do not propose to leave Lieutenant-Colonel Ellet any instructions. His own judgment will be a better guide to him than mine now.

Respectfully, yours,

CHARLES ELLET, Jr.,
Colonel, Commanding.

Hon. E. M. STANTON,
Secretary of War.

Order of Captain Davis, U. S. Navy, to Lieutenant Fitch, U. S. Navy, regarding transfer of command.

JUNE 16, 1862.

SIR: You are hereby detached from the command of the ordnance steamer *Judge Torrence*, and will take command of the prize steamer *General Price*.

Very respectfully,

C. H. DAVIS,

Flag-Officer, Comdg. Western Flotilla, Mississippi River.

Lieutenant Commanding LE ROY FITCH.

Report of Commander Sanford, U. S. Navy, regarding the sunken Confederate floating battery.

U. S. NAVAL DEPOT,

Cairo, Ill., June 16, 1862.

SIR: I have examined, in connection with Messrs. Hambleton and Kendall, the floating battery that belonged to the rebels, now sunk on a bar about 1 mile above Point Pleasant, and find that she rests upon the upper point of the bar, with broadside to the current. She is much hogged and warped, but neither her planking nor her timbers appear to be broken.

She has a battery at present of four navy 8-inch guns and one 32-pounder and one heavy 8-inch gun made in Richmond in 1861, all mounted complete. She was evidently intended to mount 22 guns, as there are eleven circles now exposed on her port side (the one which is not submerged). The army have already removed several guns. She bears the marks of several of our mortar shells. There are three chain cables and about 75 bars of railroad iron (T rail). There are two small engines with connections for pumping.

I understand, also, that there is much valuable property on board which can not be got at until the river has receded and left the holds dry. The engine house is sheathed with heavy sheet iron.

It was impossible for us to make any particular examination of the holds, engine, and boiler room, as they were filled with water and mud.

I would recommend that the property on board of her be removed immediately, and the sheathing taken off from the engine house, and that means be taken to shore her up and secure her from receiving further injury.

It is the opinion of the gentlemen that were with me that she can be reconverted into a dock at a small expense, compared with the cost of a new one.

Very respectfully, your obedient servant,

J. P. SANFORD,

Ordnance Officer, Flotilla.

Commander A. M. PENNOCK,
Fleet Captain.

Order of the Secretary of the Navy to Captain Davis, U. S. Navy, appointing him flag-officer of the Mississippi Flotilla.

NAVY DEPARTMENT, June 17, 1862.

SIR: You are hereby appointed flag-officer in command of the U. S. naval forces employed on the Mississippi and its tributaries.

I am, respectfully,

GIDEON WELLES.

Flag-Officer CHARLES HENRY DAVIS,
*Commanding U. S. Naval Forces on the
Mississippi and its tributaries, Cairo, Ill.*

Letter from the Secretary of the Navy to Flag-Officer Foote, U. S. Navy, expressing appreciation of the services of the latter.

WASHINGTON, June 17, 1862.

MY DEAR SIR: I can not be satisfied with a mere formal official letter detaching you from the flotilla where you have rendered such great service to the Department and the country without expressing in a more earnest and friendly manner my appreciation of your labors and achievements. The country feel and acknowledge their indebtedness to you, but few know, as I do, the difficulties you have been compelled to encounter and overcome in first creating the flotilla and then carrying it into a series of successful actions which have contributed so largely to the suppression of the rebellion throughout the Southwest.

It was with some reluctance that I gave the orders which carried you to the field where you have acquired so great and just renown, for, aware of some of the embarrassments, I saw that you would be tried. I saw also that the army failed to estimate the necessity and value of the naval branch of operations on the Western rivers. Some of these matters we talked over before you left, but I did not express to you all the discouragements that oppressed me then, and which you have since so well surmounted. The history of these matters is yet to be written, for only the results are now patent to the country.

I have watched and participated in every movement that has been made, uninfluenced I believe by censure, or complaint, or denunciation from the thoughtless and the designing which has been inflicted on the Department from the commencement of hostilities, and every victory obtained and advance made cheered my heart scarcely less than your own.

Most sincerely do I regret the necessity which compels you to seek rest, and ask to be detached from that command which you have so much honored; but I am consoled with the belief that you will be able, in a brief period, with vigor and restored health, to again elevate your flag and render additional service.

I shall bear in mind your request, and remembering our association in boyhood, be happy, as a friend and an officer, to exhibit at all times my confidence and abiding friendship.

Please make my respects to your brother, accept them for yourself, and wishing you speedy restoration to health and to active service, I am, very truly and sincerely, your friend,

GIDEON WELLES.

Flag-Officer A. H. FOOTE,
Cleveland.

Letter from Lieutenant-Colonel Ellet, commanding Ram Fleet, to Flag-Officer Davis, U. S. Navy, requesting suggestions as to cooperation.

STEAM RAM SWITZERLAND,
Opposite Memphis, June 18, 1862.

In consequence of Colonel Ellet's wound and subsequent severe illness, the command of the Ram Fleet has devolved upon me.

Having just obtained the necessary subsistence supplies for my command, I am now prepared to move down the river. I should be pleased to receive from you such suggestions as will enable me to cooperate with any portion of your fleet for the advantage of the service in which we are both engaged. You will oblige me very much if you will furnish me with your signals, that I may be able to recognize your boats whenever I may meet them and especially at night.

Most respectfully, your obedient servant,

ALFRED W. ELLET,
Lieutenant-Colonel, Commanding Ram Fleet.

Commodore C. H. DAVIS,
Flag-Officer, etc.

Letter from Flag-Officer Davis, U. S. Navy, to Lieutenant-Colonel Ellet, commanding Ram Fleet, responding to request for suggestions.

U. S. FLAG-STEAMER BENTON,
Memphis, June 18, 1862.

SIR: I acknowledge with pleasure the receipt of your letter of this day's date, and transmit to you herewith the distinguishing pennants of those vessels of this squadron which are now below on detached service.

It does not occur to me to make any particular suggestions, such as you refer to. I am in hopes that the principal object of the expedition is already accomplished.

The signal by which a recognition between yourself and the gun-boats at night may be established is the exhibition of two colored lights, which are hoisted and lowered alternately.

Very respectfully, your most obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. Western Flotilla, Mississippi River.

Lieutenant-Colonel A. W. ELLET,
Commanding Ram Fleet, Memphis, Tenn.

Report of Lieutenant Sanford, U. S. Navy, of armament of the Western Flotilla.

NAVAL DEPOT,
Cairo, June 18, 1862.

SIR: Enclosed I hand you a record of the armament of the flotilla. Should you wish a "gun record," which shows the marks and numbers of the guns, I shall be pleased to furnish you with it.

Very respectfully, your obedient servant,

J. P. SANFORD,
Lieutenant.

Flag-Officer CHARLES H. DAVIS,
Commanding Flotilla, Western Waters.

[Enclosures.]

Armament of the gunboats, May 10, 1862.

	32-pdr. shell shot.	8-inch.	80-pdr. rifle.	9-inch Dahl.	10-inch Dahl.	50-pdr. Dahl. rifle.	30-pdr. Dahl. rifle.	30-pdr. Parrott.	12-pdr. how- itzer.
	<i>43 Cwt.</i>	<i>63 Cwt.</i>	<i>8,000 Lbs.</i>	<i>10,000 Lbs.</i>	<i>12,000 Lbs.</i>				
1. Benton.....	8		4	2		2			1
2. Mound City.....	6	3	2			1		1	1
3. Carondelet.....	6	3	2			1	1		1
4. Cincinnati.....	6	3	2					2	1
5. St. Louis.....	5	3	2				2		1
6. Pittsburg.....	6	3	2					2	1
7. Louisville.....	6	3	2					2	1
8. Cairo.....	6	3	3					1	1
*9. Essex.....	1			3	1				1
	<i>33 Cwt.</i>								
10. Eastport.....	4					4			1
11. Conestoga.....	4								1
	59	21	19	5	1	8	3	8	11

* Will have 2 rifled guns, either 50 or 30 pounders.

Two steamboats at St. Louis, Mo., are being altered into rams under the direction of Commander Porter. They will each have one XI-inch Dahlgren gun, solid shot.

Respectfully,

J. P. SANFORD,
Ordnance Officer, Flotilla.

Armament of gunboats composing the Flotilla on the western waters June 16, 1862.

Name of the vessel.	12-pdr. howitzer.	32-pdrs.		42-pdr. army rifle.	8-inch.	9-inch.	10-inch.	30-pdr. Par'ott.		Dahlgren rifles.		Total battery exclu- sive of howitzer.
		33 cwt.	42 cwt.					Army pattern.	Navy pattern.	30-pdr.	50-pdr.	
Gunboat Benton.....	1		8	4		2					2	Guns 16
Gunboat Carondelet.....	1		6	1	4					1	1	13
Gunboat St. Louis.....	1		6	2	3					2		13
Gunboat Pittsburg.....	1		6	2	3							13
Gunboat Louisville.....	1		6	2	3				2			13
Gunboat Mound City.....	1		6	2	3				1		1	13
Gunboat Cairo.....	1		6	2	3				1			13
Gunboat Cincinnati.....	1		6	2	3				2			13
Gunboat Essex.....	1		1			3	1		2			13
Gunboat Conestoga.....	*		4						2			7
Gunboat Lexington.....	1		1		4					4		7
Gunboat Tyler.....	1		1	† 1	6				2			7 [8]
Ordnance steamer Great Western.....	1											
Ordnance steamer Judge Torrence.....	1											
Magazine steamer Illinois.....	1											
Prize steamer Alfred Robb.....	4		† 1									
Prize steamer Gen. Bragg (proposed).....			† 1					1				2
Prize steamer Sumter.....			4						2		2	2
Gunboat Eastport.....												8
Total armament of Flotilla.....	19	4	58	2	18	5	1	1	14	3	6	144
Guns condemned.....	§ 1		2		17	5						
Transferred to Army.....				† 1				6				
On hand.....		2	3					9	6			
Total guns received.....	20	6	63	3	35	10	1	16	20	3	6	

* Rifled.

† 70 hundred weight.

‡ Captured guns.

§ Lost overboard.

I applied for two more 50-pounder Dahlgren rifles and received in reply that two 30-pounder Parrotts had been forwarded.

Respectfully,

J. P. SANFORD,
Ordnance Officer, Flotilla.

Order of the Secretary of the Navy to Flag-Officer Davis, U. S. Navy, for the promotion of free navigation of the Mississippi River.

NAVY DEPARTMENT, June 18, 1862.

SIR: In transmitting to you the enclosed copy of a letter addressed to the Secretary of the Treasury on the 13th instant by Lewis Stagg, esq., of Louisville, the Department directs that you will render aid as far as you are able and deem necessary to promote the free navigation of the Mississippi and its tributaries.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer CHAS. H. DAVIS,

Commanding Western Flotilla, Cairo, Ill.

Letter from Quartermaster Fitch, U. S. Army, to Flag-Officer Davis, U. S. Navy, offering to transport confiscated cotton to St. Louis.

POST QUARTERMASTER'S OFFICE,

Memphis, June 18, 1862.

COMMODORE: I am informed that your fleet has captured on board the steamer *Clara Dolsen* about 100 bales of cotton, which you propose turning over to the Government to be confiscated.

If such is the case, I will, should you desire it, receipt for same, take it up on my property return, and ship it to headquarters, St. Louis, together with a quantity of sugar and molasses now in my charge.

I intend sending a boat up to-morrow.

I remain, commodore, very respectfully, your obedient servant,

HENRY S. FITCH,

Captain and Quartermaster.

Flag-Officer DAVIS,

Ship Benton.

Report of Fleet Captain Pennock, U. S. Navy, regarding the arrival at Cairo of the U. S. S. Tyler, needing extensive repairs.

U. S. NAVAL DEPOT,

Cairo, June 20, 1862.

SIR: The *Tyler* has just arrived and I have detained the *De Soto* to communicate with you.

She requires extensive repairs, which I will have done here if possible; if not, I shall send her elsewhere. I shall examine her carefully to-morrow, and report more particularly by the next dispatch boat. I enclose you a communication from Lieutenant Commanding Gwin. His reasons for coming here I think are good.

The *Lexington* is expected here to-morrow. Is it possible for you to allow her to remain in this neighborhood? If I do not receive further orders with regard to her, I shall direct Lieutenant Commanding Shirk to report to you without delay.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Commander and Fleet Captain.

Flag-Officer C. H. DAVIS,

Commanding U. S. Naval Forces on Western Waters.

Instructions from the Secretary of War to Lieutenant-Colonel Ellet, commanding Ram Fl  et, for cooperative action under the commanding naval officer.

WAR DEPARTMENT,
Washington City, D. C., June 20, 1862.

I regret that your brother's illness deprives the Government of his skillful and gallant services, but have confidence that you will supply his place better than anyone else. You will observe that by his instructions the Ram Fleet was placed under the general command of the commander of the gunboat squadron. The President desires you to consider yourself in the same position, believing that cooperative action will be more likely to produce good results than independent action, and that the commander of the gunboats should have chief command. I shall be glad to have full and frequent reports from you.

EDWIN M. STANTON,
Secretary of War.

Col. ALFRED W. ELLET,
Commanding Ram Fleet, opposite Memphis.

Letter from Flag-Officer Davis, U. S. Navy, to Brigadier-General Strong, U. S. Army, acceding to the transfer of the captured steamer H. R. W. Hill.

U. S. FLAG-STEAMER BENTON,
Memphis, June 21, 1862.

GENERAL: I have the honor to receive this morning your letter of the 20th instant, requesting the transfer of the captured steamer *H. R. W. Hill*, now lying at Cairo, to the subsistence department of the district under your command.

It gives me, general, pleasure to comply with your request.

Captain Pennock will have the *Hill* properly appraised and duly receipted for.

I improve this opportunity to express my sincere regret for the accident that lately happened to you. I am very happy to see by your signature that it does not prevent your attending to business.

I am, very respectfully, your most obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. Western Flotilla, Mississippi River.

Brigadier-General W. K. STRONG,
Commanding Department of Cairo, Cairo, Ill.

[Telegram.]

CAIRO, June 21, 1862.

(Received 12 m.)

Colonel Charles Ellet, jr., died at this place this a. m. at 4 o'clock, on his way to my house at New Albany to recruit his health to enable him to rejoin his fleet. The command will devolve upon Lieutenant-

Colonel Alfred W. Ellet, a good officer. The fleet started south from Memphis the 19th.

JAMES BROOKS,
Quartermaster U. S. Ram Fleet.

Hon. E. M. STANTON,
Secretary of War.

Order of the Secretary of the Navy to Flag-Officer Davis, U. S. Navy, to furnish list of prizes captured by the vessels of the Western Flotilla.

NAVY DEPARTMENT, June 21, 1862.

SIR: Will you please furnish the Department with a statement showing the names, character, and disposition made of prizes that have been captured by the Western Flotilla? No reports were received from Flag-Officer Foote on the subject.

I am, respectfully, your obedient servant,

GIDEON WELLS.

Flag-Officer CHAS. H. DAVIS,
Commanding Western Flotilla, Cairo, Ill.

Letter from Flag-Officer Davis, U. S. Navy, to Major-General Wallace, U. S. Army, requesting approval of accounts for repairs to seized and captured vessels.

U. S. FLAG-STEAMER BENTON,
Memphis, June 21, 1862.

GENERAL: I have the honor to inform you that the steamers *Victoria*, *H. R. W. Hill*, *General S. Price*, *Mark R. Cheek*, and *Acacia*, captured or seized here by Colonel Fitch and myself (in addition to some others), have been more or less repaired by Captain H. S. Fitch, assistant quartermaster, in pursuance of an understanding between Colonel Fitch and myself.

I have accordingly to request that you will approve the accounts for the repairs of these vessels, with the understanding, had between us last evening, that they would be employed in the public service above and below, as occasion may require.

I am, very respectfully, etc.,

C. H. DAVIS,
Flag-Officer, Commanding, etc.

Major-General LEW. WALLACE,
General, Third Division, Memphis, Tenn.

Order of Flag-Officer Davis, U. S. Navy, to Lieutenant Bryant, U. S. Navy, reporting vessel seen in Forked Deer River.

U. S. FLAG-STEAMER BENTON,
Memphis, June 21, 1862.

SIR: The mail boat of yesterday brought me word that smoke of a steamer was observed in Forked Deer River, in passing.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. Western Flotilla, Mississippi River.
Lieutenant Commanding N. C. BRYANT, U. S. Navy,
Commanding Gunboat Cairo, Fort Pillow, Tenn.

Letter from Flag-Officer Davis, U. S. Navy, to Major-General Wallace, U. S. Army, regarding convoy of supply steamers up White River.

U. S. FLAG-STEAMER BENTON,
Memphis, June 22, 1862.

GENERAL: I had the pleasure to receive your note to-day, and I hasten to say to you that one of the gunboats will be immediately assigned to the duty of convoying the supply steamers up White River. She will be ready to sail at 5 o'clock p. m.

I would suggest that it would be advisable to distribute a hundred more or less sharpshooters among the supply boats. Our information concerning the activity of the guerrilla bands on the banks of White River is very reliable.

I am, general, most respectfully and truly, etc.,

C. H. DAVIS,
Flag-Officer, Comdg. Western Flotilla, Mississippi River.
 Major-General LEWIS WALLACE,
General, Third Division, Memphis, Tenn.

Letter from Flag-officer Davis, U. S. Navy, to Quartermaster Fitch, U. S. Army, referring to promise of convoy.

U. S. FLAG-STEAMER BENTON,
Memphis, June 22, 1862.

CAPTAIN: I have answered Major-General Wallace's letter by saying that a gunboat will be ready to convoy the steamers at 5 o'clock p. m.

I have heard nothing further from your father, but I am expecting to hear every hour.

Very truly, your friend and servant,

C. H. DAVIS,
Flag-Officer, Comdg. Western Flotilla, Mississippi River.
 Captain H. S. FITCH,
Assistant Quartermaster, Memphis, Tenn.

Report of Captain Davis, U. S. Navy, acknowledging receipt of appointment as flag-officer.

U. S. FLAG-STEAMER BENTON,
Memphis, June 23, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 17th instant, appointing me flag-officer in command of the United States naval forces employed on the Mississippi River and its tributaries.

I transmit by this envelope a detailed report of the action at St. Charles from Lieutenant-Commander W. McGunnegle, the senior officer on duty after Commander Kilty was wounded.

I have the honor to acknowledge the receipt of the communication of the Department of the 18th instant, transmitting a letter to the Hon. S. P. Chase, Secretary of the Treasury.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. Western Flotilla, Mississippi River.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Major-General Wallace, U. S. Army, to Flag-Officer Davis, U. S. Navy, transmitting captured instructions from Brigadier-General Thompson, commanding Missouri State Guard.

HEADQUARTERS THIRD DIVISION, ETC.,

Memphis, June 23, 1862.

COMMODORE: I beg leave to send you a precious document from a very precious scoundrel.

Some days ago I heard Jeff Thompson intended to cross back into Arkansas. This paper corroborates the information and indicates the mode of the procedure. All the boats on the river are to be secured, numbered, and sent to certain designated places for the use of his command.

Any plan you may devise to circumvent the traitor I will be happy to assist you in executing.

Very respectfully, sir, your friend and servant,

LEWIS WALLACE,

General, Third Division.

Commodore DAVIS.

[Enclosure.]

HERNANDO, MISS., *June 19, 1862.*

MAJOR: I have been ordered to have all the ferryboats, wood boats, and skiffs properly secreted, so that the enemy can not destroy them, and we can use them to transport our friends and information across the Mississippi. I will not be able to give personal supervision to the matter on the whole river front, and must request some gentlemen to relieve me on certain sections of the river. I would, therefore, ask you to take charge of the river from Norfolk, or the mouth of Horn Lake Pass, up to President's Island, and have the boats on each side of the river hid in the bayous and passes on both sides of the river, keeping a memorandum and arranging signals, so that our friends only can have the use of them. Your speedy attention to this matter will be rendering a great service.

Yours, most respectfully,

M. JEFF THOMPSON,

Brigadier-General, Missouri State Guard.

Major BENJ. BYNUM,

Horn Lake, Miss.

Order of Flag-Officer Davis, U. S. Navy, to Captain Daniel, regarding the hospital boat Red Rover.

U. S. FLAG-STEAMER BENTON,
Memphis, June 23, 1862.

SIR: You will proceed to-night with the hospital boat *Red Rover* to Cairo in tow of the towboats *Brown* and *Shingiss*.

On your arrival there you will report in person to Commander Pennock, the fleet captain of the squadron, from whom you will receive orders for your further government.

Please suggest to him the following changes: First, to put the galley below and open the cabin aft for a circulation of air; second, a steam boiler for the clothes; third, awning for the cabin upper side lights.

Very respectfully, your obedient servant,

C. H. DAVIS,
Commanding Western Flotilla, Mississippi River.

Captain DANIEL,
Red Rover, Memphis, Tenn.

Report of Flag-Officer Davis, U. S. Navy, requesting an immediate supply of seamen.

U. S. FLAG-STEAMER BENTON,
Memphis, June 23, 1862.

SIR: I have the honor to inform the Department that the accident to the *Mound City* has deprived me of the services of 150 men; that sickness has still further reduced the efficiency of my squadron, and that the manning of the captured steamers and of the *Eastport* and *Essex* create a still further necessity for the addition of some men to the present force.

I have, therefore, respectfully to request that 250 seamen, etc., may be sent me at the earliest opportunity.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Personal letter from Lieutenant-Commander Phelps, U. S. Navy, to Flag-Officer Foote, U. S. Navy, previous to departure of the latter for home.

U. S. FLAG-STEAMER BENTON,
Memphis, June 23, 1862.

MY DEAR SIR: Your letter, enclosing copy of surgeon's certificate, came to hand two days since.

I have been influenced to-day with varied feelings by the arrival of an appointment as Flag-Officer for Commodore Davis. I had foreseen that the Department, of necessity, would relieve you upon the

certificate; "of necessity," because you would give yourself no rest, but let an uneasy mind and an anxious heart wear upon your feeble strength. Once free of all care or thought of responsibility, and with no hope deferred of the from time-to-time appointed day when you would return to this command, we may hope that you will mend apace and your friends for many years enjoy your presence among us. I have feared that this might not be realized; yet, now I look forward with confidence. There can be no contradiction in saying that while I esteem it great good fortune to be associated as I am with so superior an officer as the commodore, and one, too, whom I so much like, I yet feel that disappointment there is no shaking off in the breaking up of relations formed in a fullness of purpose and cemented by kindness and continued acts borne in grateful memory. We all, probably, indulge the imagination in pictures of the *porvenir*, and mark out a future associated with the friends about us. I have done this in this war with an intensity the greater because of its stern realities and the entire manner in which my sense of duty in it had taken possession of my mind and thoughts. When you induced me to "withdraw" that application, I did it designing to return to my duty in these waters with still greater earnestness of purpose; but the whole future was to be inseparably connected with you. Whatever I might hope the flotilla would accomplish was with you as the leader, the head and front. All we have passed through since you left has not sufficed to turn my thoughts from the plans, hopes, and wishes of the future confidently built upon months since. It does not yet seem natural that someone else should appear as chief actor in a so long grateful vista. I have more reason than all others combined to feel your absence, and I have more acts of benefit and kindness to remember and cherish than they; and I, too, have more reason to feel grateful for the foresight and solicitude that so soon led you to apply for and secure the commodore for your relief. But I have fallen upon a strange strain; one terribly egotistical; one in which I shall fail to make myself understood. A few words would have told all and infinitely more. If I were given that way, as the commodore is, I should quote you Shakespeare.

The hospital boat was dispatched from here last evening to get the poor sufferers from the *Mound City* to more comfortable quarters. That has been the most terrible accident known in these waters. No imagination can picture to itself the condition of those burned, scalded, and wounded who still live. It is the most piteous spectacle human suffering could present. Poor Kilty was, they said, doing well; but he suffers terribly. His heart is as tender as a woman's. Scarcely any of them are recognizable. Doctor Jones is more prostrated than Captain Kilty and less likely to survive. Mr. Dominy, first master, happened to be on deck and escaped. One engineer and one pilot were on *Clara Dolson*. One engineer, the carpenter, and one other officer are still alive, but most sadly burned. One hundred and twelve have died so far. The Sisters of Charity, who came down at once, advised all being sent to the Mound City Hospital, which they represent now as very perfect for its purpose.

The *Cincinnati* (Captain Winslow, who wants to return to St. Louis when Porter leaves there, now near at hand) is in White River with the *St. Louis* and *Lexington*. A crew is here for the *Mound City*, and will be sent down to-morrow. The White River has fallen so much

that our vessels are obliged to leave it. I presume we will move down the river soon, as this place may be considered safe. General Grant arrived here last evening and takes command. Our troops are not very strong here, but will soon be increased. Colonel Webster is military commandant at Memphis (local). The place has rapidly improved since our arrival. There is one thing very evident, that it was very unfortunate for the rebel cause that their gunboats should have chosen this spot for their fighting ground. There were too many witnesses. Captain Dove flourishes here. Walke is a perfect ship keeper. There is a prospect that the *Eastport* will be ready in "one month." I flatter myself that I have arranged our quarters on board of her so as to promise the greatest amount of comfort. The *Bragg* has been fitted up with extra accommodations for the flag-officer in case of need. The *Price* will be repaired—is now in Cairo—so that we shall have to thank the rebels for three rams, to say nothing of the *Little Rebel*. The health of the squadron generally is good and the people in good spirits.

I will now arrange with Commodore Davis about the mess affairs and will have the ration matters settled so as to send to you the proper amount. Your kind proposition so far as regards myself—my share—is so like you that I recognize only the same spirit of unceasing kindness. That india-rubber coat you had better let me send to you. It is a remarkably fine one and will keep perfectly well, and be useful to you frequently at home. The mortars I will send on to New Haven by express in a few days. Is there anything else here?

Captain Wise and Paymaster Dunn were here to-day. Henriques is trying to settle his accounts, and lives on shore. He is not well yet. The commodore sends his "best love." I am now receiving letters from Mrs. Phelps regularly. I regret you could not have gone to my father's. It will afford me pleasure to keep in mind the buck horns for Mrs. Foote. Pray make my best regards to her. I do trust this will find you greatly improved.

Respectfully and very truly, yours,

S. L. PHELPS.

Flag-Officer A. H. FOOTE, U. S. Navy,
Cleveland, Ohio.

Order of Flag-Officer Davis, U. S. Navy, regarding care of the sick of the flotilla.

U. S. FLAG-STEAMER BENTON,
Memphis, June 23, 1862.

SIR: I entirely approve of Doctor Bixby's proposition to take nurses from the mortar fleet up with him to Cairo; but I think they had better return in the same vessel. The sick will probably most of them be landed at Mound City at the hospital, and these men can assist in their removal, after which the boat will return to her station here.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. Western Flotilla, Mississippi River.

Captain H. E. MAYNADIER, U. S. Army,
Commanding Mortar Fleet, Memphis, Tenn.

Order of Flag-Officer Davis, U. S. Navy, dispatching the hospital boat Red Rover to Cairo, Ill.

U. S. FLAG-STEAMER BENTON,
Memphis, June 24, 1862.

SIR: The hospital boat *Red Rover* will report herself at Cairo, and my letters to the captain and surgeon will explain the object of her visit.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. Western Flotilla, Mississippi River.

Commander A. M. PENNOCK, U. S. Navy,
Commanding U. S. Naval Depot, Cairo, Ill.

Letter from Colonel Fitch, U. S. Army, to Flag-Officer Davis, U. S. Navy, expressing a wish for duty with the Flotilla.

STEAMER WHITE CLOUD,
Mississippi River, June 24, 1862.

SIR: If the troops under my command are not ordered up White River and you are ordered to Vicksburg with your flotilla and desire land forces to accompany you, I would thank you to ask to have my regiment accompany you.

Very respectfully, yours,

G. N. FITCH,
Colonel, Commanding Forty-sixth Indiana Volunteers.

Commodore DAVIS,
Commanding Mississippi Flotilla.

Instructions from Flag-Officer Davis, U. S. Navy, to Assistant Surgeon Bixby, U. S. Navy, regarding the disposition of the wounded from the U. S. S. Mound City.

U. S. FLAGSHIP BENTON,
Memphis, June 24, 1862.

SIR: The hospital boat *Red Rover* will leave this evening for Cairo. On your arrival there you will report to Commander Pennock and consult with him as to the best method of disposing of the wounded from the gunboat *Mound City*.

To transfer them either to the Mound City Hospital or to carry them still farther up to St. Louis seems to me altogether the best plan. Captain Kilty expresses a wish to go to the latter hospital.

Doctor Jones, Pilot Young, Carpenter Manning, and Hospital Steward Seegur will take the earliest boat to Cincinnati, where they will be accompanied by Dr. McNeeley. Captain Wise will furnish them with funds, of which I have given him a memorandum, and for which he will take your receipt.

I leave it to you and Commander Pennock to dispose of any other of the patients in whatever way you think best.

It is a source of the deepest gratification to me to know that these poor wounded men are in the hands of so able, attentive, and humane a physician as yourself. I have witnessed your devotion to them with profound gratitude, and I am sure you must enjoy the highest of all rewards, the consciousness of having done your duty.

Very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. Western Flotilla, Mississippi River.

G. H. BIXBY, M. D.,

Assistant Surgeon, Hospital Boat Red Rover.

General instructions from Flag-Officer Davis, U. S. Navy, to Commander Winslow, U. S. Navy, commanding U. S. S. Cincinnati.

U. S. FLAG-STEAMER BENTON,

Memphis, June 25, 1862.

SIR: I send you with this a large load of coal and a hundred men for the *Mound City* on board the *Champion*.

This vessel you may employ in raising the *Maurepas*, if, in your judgment, it is expedient, taking into consideration, first, the value of the vessel when raised; second, the necessary detention.

Mr. Scoville, brother of the late Fourth Master Scoville, of the *Mound City*, goes down to receive the body of his brother, if possible; please assist him in this to the extent of your ability.

I wish you to direct Mr. Wise and some other suitable person to take an inventory of all the provisions on board the *Mound City* before the crew is allowed to go on board from the *Champion*; or, in other words, before rations are served out to them from her stores.

I wish you to send back the *Conestoga*, *St. Louis*, and the *Mound City*.

General Grant, who is in command here, is in correspondence with General Halleck and the further prosecution of the expedition to White River. The result will probably be that General Fitch will be reinforced, and that boats of light draft will be hastily fitted up as gunboats, with pilot houses and machinery protected against rifle shot.

Very respectfully, etc.,

C. H. DAVIS,

Flag-Officer, Commanding Flotilla.

Commander JNO. A. WINSLOW, U. S. Navy,

Commanding U. S. Gunboat Cincinnati, White River, Ark.

Letter from the Chief Clerk, Bureau of Ordnance and Hydrography, to Flag-Officer Davis, U. S. Navy, giving information regarding the topography of Vicksburg.

BUREAU OF ORDNANCE AND HYDROGRAPHY,

Navy Department, Washington City, June 25, 1862.

DEAR SIR: Having lived a long time in the region to which you are probably bound, there are a few items of information that I beg

leave to offer to you which may not occur to those not familiar with the country. They are these: Some 15 miles above Vicksburg is the Yazoo River; some 100 miles up is Yazoo City, a very large cotton depot. At high water boats carrying a thousand bales come out. Above the town run the Sunflower [River] and Deer Creek, the finest cotton region in the State or elsewhere. Deer Creek is thickly settled by large plantations, and runs from 10 to 30 miles back (east), parallel with the Mississippi. At high water flatboats enter Deer Creek at Delta, Miss., a few miles below Helena, and trade down the creek, coming out the Yazoo. There must be a large amount of cotton in this country.

The next point is this: Some few miles, perhaps 5, below the mouth of Yazoo, on the opposite side, some 10 or 12 miles above Vicksburg, the river runs thus:*

This neck of land is not a mile across. Boats ascending and descending can be seen across, and it was always a source of fear that negroes would cut a ditch across some night and let the river through, leaving the town high up on a chute. This can be done.

I have often seen the river flow over, but it then leaves a deposit and does not cut a channel. It is some 10 or 12 miles around.

The third point is—Vicksburg and its topography. The county of Warren is all hilly and rough. The Jackson Railroad runs out in a southeast direction from the southerly end of V[icksburg] through these hills to Big Black, over which is a bridge of high trestlework a mile long, the Big Black bottom being that wide; hence it is some 30 miles to Jackson, running eastward, through a level country. The road to Jackson runs out of the northeast corner of Vicksburg, crossing the railroad 2 miles out, and runs nearly parallel with it. I give these items as they may possibly be of use to your coadjutors.

There is a large iron foundry—casting guns and shot—on the bank of the river, at the lower end of the town, carried on by one A. B. Reading, probably a traitor by force of circumstances. There must be in the town a large element of latent Unionism, as the vote of the town was, in times past, always cast against that party which nursed secession in its cradle. Lawyer W. C. Smedes, from New York, and a Burwell, of Virginia, belonged to this class, opposing repudiation and all such schemes, and they are the two most prominent citizens.

Hoping these items may prove of service,

I am, your obedient servant,

R. A. WATKINSON,
Chief Clerk.

Flag-Officer C. H. DAVIS.

Order of the Secretary of the Navy to Flag-Officer Davis, U. S. Navy, proposing the opening of communication through neck of land opposite Vicksburg.

NAVY DEPARTMENT, June 25, 1862.

SIR: The Department desires to call your attention to the narrow neck of land opposite Vicksburg, formed by a bend in the Mississippi River, the width of which is probably not more than three-quarters

* Drawing omitted.

of a mile. The water sometimes flows over this, and it is thought that by opening a ditch the river will soon form a channel through, sufficient for purposes of navigation and thus obviate the necessity of passing Vicksburg. As soon as practicable you should examine into the feasibility of this measure.

Flag-Officer Farragut is probably near Vicksburg, moving up the river in pursuance of instructions from the Department, and it is desirable that you should cooperate with him in the leading object in view, the opening of the Mississippi.

It may be practicable to communicate with him across the neck of land to which I have referred, and, if so, an object so desirable should not be neglected. Your movements, however, should be made with prudence and caution.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer C. H. DAVIS,

Commanding West Flotilla, Cairo, Ill.

Order of Flag-Officer Davis, U. S. Navy, to Commander Walke, U. S. Navy, regarding men wishing to be transferred to the Army.

U. S. FLAG-STEAMER BENTON,

Memphis, June 25, 1862.

SIR: I have received a communication from certain soldiers on board your vessel asking to be transferred back to their regiment.

I have no authority to act in this case, and I wish you would make this known to those men who signed the application.

Very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Commander H. WATKINS, U. S. Navy,

Commanding Gunboat Carondelet, Memphis, Tenn.

Letter from Flag-Officer Davis, U. S. Navy, to Lieutenant Bryant, U. S. Navy, commanding U. S. S. Cairo, acknowledging report.

U. S. FLAG-STEAMER BENTON,

Memphis, June 26, 1862.

SIR: Your letter of the 25th has been received. I have taken note of your report of the guns, gun carriages, shot, and shell at Fort Pillow.

I am glad to hear from you that the Forked Deer River is clear.

The movement of our troops on the railroad from Columbus to Grand Junction, [Tenn.], will exercise a salutary influence over the guerrilla bands in that section.

Very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. Western Flotilla, Mississippi River.

Lieutenant Commanding N. C. BRYANT, U. S. Navy,

Commanding Gunboat Cairo, Fort Pillow, Tenn.

Order of Flag-Officer Davis, U. S. Navy, to Lieutenant Thompson, U. S. Navy, commanding U. S. S. Pittsburg, regarding prisoners.

U. S. FLAG-STEAMER BENTON,
Memphis, June 26, 1862.

SIR: Yours of June 25 has been received. The prisoners were sent to you in the *Little Rebel*, which broke down 20 miles below Fort Pillow. You will have to run down and get them. You will also find on board of her one or more dispatches from me.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. Western Flotilla, Mississippi River.
 Lieutenant Commanding E. THOMPSON, U. S. Navy,
Commanding Pittsburg, Fort Pillow, Tenn.

Report of Flag-Officer Davis, U. S. Navy, regarding the preparation of a list of prizes captured by the Western Flotilla.

U. S. FLAG-STEAMER BENTON,
Memphis, June 26, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of June 21, calling for a statement of the names and character of the prizes that have been captured by the Western Flotilla and of the disposition made of them.

I have given directions to prepare this statement, and it will be taken in hand immediately.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. Western Flotilla, Mississippi River.
 HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Pennock, U. S. Navy, regarding affairs at Cairo, Ill.

U. S. NAVAL DEPOT, *Cairo, June 26, 1862.*

SIR: I enclose for your consideration the appointment of W. F. Chess, master's mate; of Lewis D. Johnson, carpenter; also of Mr. McAllister, as third master.

Mr. Chess is intended for the *Sumter*, Johnson for the *Bragg*.

The sternpost of the *Red Rover* is broken from the keel up, and she will have to be hauled out on the ways for repairs. I will have the work done as soon as possible.

I enclose herewith communication from Lieutenant Commanding Gwin, received by me this morning.

I hope to have the *Sumter* ready to leave by Sunday. We shall then be able to increase the force on the *Bragg* and have her ready in a short time.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

Flag-Officer C. H. DAVIS,
Commanding U. S. Naval Forces on the Western Waters.

Report of Flag-Officer Davis, U. S. Navy, regarding hospital boat Red Rover.

U. S. FLAG-STEAMER BENTON,
Memphis, June 27, 1862.

SIR: It is reported to me this morning that William Cross, seaman, against whom charges were preferred by Lieutenant Commanding Gwin as a spy, has escaped from confinement at St. Louis, Mo.

I have the honor to report to the Department that I have sent the hospital boat *Red Rover* to Cairo, by advice of the medical officers of the fleet. The scalded patients suffered excessively from the heat of the weather.

I have the honor to be, very respectfully, your most obedient servant,

CHARLES HENRY DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from George H. Bixby, M. D., to Flag-Officer Davis, U. S. Navy, regarding wounded from the U. S. S. Mound City.

NAVAL FLOATING HOSPITAL RED ROVER,
Off Mound City, June 27, 1862.

DEAR SIR: I can not resist acknowledging, with the deepest gratitude, your kind approbation of my humble efforts toward the unfortunate victims of the past week. While your words send a thrill of encouragement through the heart of one anxious to serve his country, yet he feels that in the performance of one's plain and positive duty there lies no merit.

The satisfaction of having endeavored to do my duty is mine, which, as you truly remark, is the greatest reward.

Trusting I may be pardoned for this trespass on your time, I am,
Yours, respectfully,

GEORGE H. BIXBY, M. D.

Flag-Officer C. H. DAVIS,
Western Flotilla, Mississippi River.

Operations against Vicksburg, June 28-July 25, 1862.*

Report of Flag-Officer Davis, U. S. Navy, regarding proposals for cooperation from Rear-Admiral Farragut, U. S. Navy.

U. S. FLAG-STEAMER BENTON,
Memphis, June 28, 1862.

SIR: I have the honor to inform the Department that I have this moment received a communication from Flag-Officer Farragut, below Vicksburg, inviting my cooperation in the reduction of that city. I leave at the earliest possible moment.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, regarding the impossibility of reducing Vicksburg without increased cooperation.

FLAGSHIP HARTFORD,
Above Vicksburg, June 28, 1862.

DEAR COMMODORE: I requested Lieutenant-Colonel Ellet to send you word that I intended to make an attack on this place in a day or two. We have been shelling it with the mortar fleet two days and made the attack with the fleet proper this morning at 4 o'clock. We passed along the whole line, silencing the batteries for the moment; but the moment we had passed out of our range, they would up again and rake us with the guns that were intended for your fleet. I think, therefore, that so long as they have the military force to hold the back country, it will be impossible for me to reduce the place without your assistance and that of the Army. I have only about 3,000 soldiers, under General Williams, associated with me, but they are not sufficient to land in the face of all Van Dorn's division of Beauregard's army.

I shall request Lieutenant-Colonel Ellet to send you this letter, and then I shall pass down again below the city, where my supplies are. You can communicate across the peninsula, through General Williams, who is cutting a ditch to change the river's course. We sustained a very heavy fire from the numerous batteries for a while; some of my fleet did not get through. I have not yet heard the amount of casualties. Lieutenant-Colonel Ellet has just informed me that General Halleck is in or near Memphis. I will therefore address him a letter to ask the land force to take Vicksburg. It is impossible for us to take the place, as their troops lie in the rear of the hills. I will await your answer with great anxiety. My orders

* See also Vicksburg, operations against, Series I, volumes 18 and 19, Official Records of the Union and Confederate Navies in the War of the Rebellion, in which are published the reports and correspondence regarding the operations of the Western Flotilla and Mississippi Marine Brigade, with the vessels of the West Gulf Squadron under Flag-Officer Farragut.—COMPILER.

are so peremptory that I must do all in my power to free the river of all impediments; that I must attack them, although I know it is useless. The river will soon be so low that we will not be able to get our ships down. So you see my position.

Very truly, yours,

D. G. FARRAGUT,

Flag-Officer, Commanding West Gulf Squadron.

Flag-Officer CHAS. H. DAVIS,

Commanding Western Gunboat Flotilla.

[Telegram.]

CAIRO, ILL., June 29, 1862.

(Received June 30, 10 a. m.)

Flag-Officer Davis left Memphis for Vicksburg yesterday evening, having heard from Flag-Officer Farragut below Vicksburg.

A. M. PENNOCK,

Commander and Fleet Captain.

HON. GIDEON WELLES,

Secretary Navy.

Report of Flag-Officer Davis, U. S. Navy, regarding the disposition of his force.

U. S. FLAG-STEAMER BENTON,

Off Commerce, Mississippi River, June 29, 1862.

SIR: I left Memphis early this morning with four gunboats and six mortar boats—on my way to Vicksburg.

I have sent two gunboats up White River, to accompany Colonel Fitch's brigade.

I leave two gunboats at Memphis, by General Grant's request, and one at Fort Pillow.

This is all my disposable force at the present moment. The *Bragg* and *Sumter* will join me this week.

I have the honor to be, very respectfully, your obedient servant,

C. H. DAVIS,

*Flag-Officer, Commanding U. S. Naval Forces
on Mississippi River and its tributaries.*

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Flag-Officer Davis, U. S. Navy, to Major-General Grant, U. S. Army, forwarding request to Major-General Halleck, U. S. Army.

U. S. FLAG-STEAMER BENTON,

Island No. 67, June 30, 1862.

SIR: I have received a communication from Commodore Farragut, saying it will be absolutely necessary to have additional troops to

occupy Vicksburg after the batteries are silenced. May I request you to communicate this to General Halleck?

I am, sir, very respectfully, your most obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Major-General U. S. GRANT,

Commanding Department West Tennessee, Memphis, Tenn.

[Telegram.]

MEMPHIS, June 30, 1862.

I have arrived at Island No. 76 [67?] and am in communication with Flag-Officer Farragut.

C. H. DAVIS, *Flag-Officer.*

HON. GIDEON WELLES,
Secretary Navy.

[Telegram.]

MEMPHIS, TENN., June 28, 1862.

News has just been received from Commodore Farragut. Gunboats have left here to cooperate in the attack on Vicksburg. A land force of 13,000 is said to be up from New Orleans. One, if not two, gunboats will be here in the morning from mouth of White River. I have sent a force from here, and thus opened again the telegraph communication; will endeavor to keep it so. I have written and telegraphed via Columbus, Ky.

U. S. GRANT,
Major-General.

Maj. Gen. H. W. HALLECK,
Corinth, Miss.

[Newspaper clipping.]

Later from Vicksburg.—Official dispatches from Colonel Ellet to Secretary Stanton. Commodore Farragut with nine vessels passes Vicksburg.

STEAM RAM SWITZERLAND,
Above Vicksburg, June 28, via Memphis, July 2.

Since my dispatch informing you that I had communicated with Flag-Officer Farragut, I have been able to maintain constant intercourse with his fleet through the active energy of General Williams.

On the 26th instant I went up the Yazoo River with two rams, the *Monarch* and *Lancaster*, the latter under command of Medical Cadet Charles R. Ellet. I proceeded about 65 miles to a point where the river is obstructed by a raft built by the enemy, and protected by four guns in battery.

My object was to capture or destroy three of the enemy's gunboats that I was informed were lying before the raft, the *Van Dorn*, *Polk*,

and *Livingston*. I ran up close under the battery and was mortified to see the enemy set fire to the boats and start them adrift down the river upon us. I was obliged to leave the river to escape the conflagration.

The three boats were totally destroyed. The enemy did not fire upon us.

It is with great pleasure that I announce the arrival of Flag-Officer Farragut, with nine vessels of his fleet, above Vicksburg. They passed up this forenoon, about 5 o'clock, through a severe fire from some thirty or forty of the enemy's guns. Their loss, as far as reported, was 4 men killed and 13 wounded.

ALFRED [W.] ELLET,
Lieutenant-Colonel.

E. M. STANTON,
Secretary of War.

Report of Flag-Officer Davis, U. S. Navy, announcing the conjunction of his command with that of Flag-Officer Farragut, U. S. Navy.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 2, 1862.

SIR: I have the honor to inform the Department that the fleet of Flag-Officer Farragut and the flotilla under my command joined company at this place yesterday morning.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Lieutenant-Colonel Ellet, commanding Ram Fleet, offering a steamer for general service.

STEAM RAM SWITZERLAND, *July 3, 1862.*

Permit me to enquire if I may supply my fleet with ice by requisition from your barge.

I should be pleased to learn if you desire me to furnish a boat to carry the mail to Memphis to-morrow. It is entirely within my power to furnish a steamer every third day, if desirable for the public service, and yet retain my command sufficiently strong at this point for any emergency that may probably arise during the progress of this siege.

If it should occur to you that I may be of service in any way for public benefit, I trust that you will not forget that your suggestions will be received with pleasure.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Lieutenant-Colonel, Commanding Ram Fleet.

C. H. DAVIS,
Flag-Officer, etc.

Letter from Lieutenant Phelps, U. S. Navy, to the Secretary of the Navy.

U. S. FLAG-STEAMER BENTON,
Near Vicksburg, July 6, 1862.

MY DEAR SIR: * * * The *Benton*, *Cincinnati*, *Louisville*, and *Carondelet*, with the provision and ordnance boats and six mortar boats, left Memphis on the 29th, arriving here on the 1st instant. The *Conestoga* has since come down from White River; this is our force. At this point, some 5 or 6 miles above Vicksburg, we found Flag-Officer Farragut's fleet, which had run the blockade some three days before, or, rather, eight vessels of his fleet, his flag flying on board the *Hartford*. You may suppose there was great cheering at the meeting. The lower fleet has vessels of the class of the *Richmond*, *Iroquois*, and *Winona*, all beautiful specimens of each respective class. How great the contrast of the two forces. We found the officers discouraged about the place they had passed and all satisfied that nothing could be done except with the aid of a land force. The batteries are on bluffs, are much scattered, and covered by a large army. These bluffs do not rise abruptly, but with a slope such that the batteries, placed at some distance from the river, sweep the slope and river shores. * * * It is presumed that the fleet will not linger here, but will run back to below the batteries very soon. One thousand negroes are working hard upon a canal across the point here, $1\frac{1}{2}$ miles long, which, if successful, will leave Vicksburg some 4 or 5 miles from the river. Commander Porter is shelling the batteries and town from below and Maynadier from above. We are soon to go up the Yazoo to destroy the *Arkansas* and clear the river out. It is expected that a large land force will reach here from above. The *Lexington* is in White River; Colonel Fitch has some 3,000 or 4,000 men, but will have to retire, the river being too low for navigation. Nothing of the *Essex* yet. The *Eastport* will be ready in time, if enough be given. The *Sumter* is on her way down, and the *Bragg* leaves Cairo to-day. The *St. Louis* and *Mound City* are at Memphis and the *Cairo* at Fort Pillow. The *Pittsburg* is at Cairo for repairs. * * *

Respectfully and most sincerely, yours,

S. L. PHELPS.

Flag-Officer A. H. FOOTE, U. S. Navy,
New Haven, Conn.

Order of the Secretary of the Navy to Flag-Officer Davis, U. S. Navy, in view of the withdrawal of Flag-Officer Farragut, U. S. Navy, from Mississippi River.

NAVY DEPARTMENT, July 14, 1862.

SIR: Flag-Officer Farragut has been instructed to proceed with his fleet to the Gulf for the purpose of conducting operations at some point or points on the coast, and to leave you in control and possession of the Mississippi, or the greater part of it. The point south to which it may be advisable to extend your command will be determined by Flag-Officer Farragut and yourself. The Department will rely upon you, assisted by the army at essential points, to keep the river open and to destroy any of the rebel gunboats that may be afloat in the Western waters. If your force be considered insufficient for

the efficient discharge of the duty confided to you, Flag-Officer Farragut will leave with you two or three of his light-draft steamers. If not actually necessary this should be avoided, as the Department desires Flag-Officer Farragut to have at his command for contemplated operations all the available force possible.

Forward to the Department as early as practicable a statement showing the names, armament, complement, etc., of the vessels that will constitute your flotilla.

I take this occasion to acknowledge the receipt of your letters of the 23d, 24th, 26th, 27th, and 28th of June and the 2d and 4th of July.

Very respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer CHAS. H. DAVIS,

Commanding Western Flotilla, near Vicksburg, Miss.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, proposing a combined attack upon the C. S. ram Arkansas off Vicksburg.

FLAGSHIP HARTFORD,

Below Vicksburg, July 16, 1862.

DEAR FLAG-OFFICER: I find that we are peculiarly situated just now both in reference to the trust we have for the country and the great responsibility to which we would be held for any disastrous result from the escape of this ram and the evils attending such a misfortune. I can but think, as you have the ironclad boats, the country will expect you to cope with the ram better than my wooden vessels and will look to you for his destruction, but I desire to do my part and full share in this matter, and therefore have to propose that we make a combined attack upon him in Vicksburg, taking the fire of the batteries and looking only to the destruction of the ram, regardless of consequences to ourselves.

Now, if you will come down in the morning, pass the first battery on the bend of the river before day, so as to arrive off Vicksburg at daylight, I will meet you with my forces, and we will fight the forts and the ram, while your ironclads look to the destruction of the ram particularly. We know by experience, having twice passed these forts, that we can keep them well employed, so that you can have full play at the ram, and we will be able to help you occasionally. I propose, therefore, that you take this matter into consideration and name your day and hour. We will meet off Vicksburg. I will be there to support you and receive your support, and I trust that we may be able to dispose of this ram effectually. I have intended for the past two nights to attack him with my three ships only, but we were unable to see him last night, and all the officers and pilots think it will be the same to-night, as he has been moving about all the afternoon, which shows that he is able to move up and down the river. What his damage is I know not, but feel satisfied that we can take him in the way proposed.

Very truly and respectfully, your friend,

D. G. FARRAGUT,

Flag-Officer, Comdg. Western Gulf Blockading Squadron.

Flag-Officer CHAS. H. DAVIS,

Commanding Western Flotilla, above Vicksburg.

Extract from letter from Flag-Officer Davis, U. S. Navy, to Flag-Officer Farragut, U. S. Navy, responding to proposition for immediate attack upon the ram.

U. S. FLAGSHIP BENTON,
Off Vicksburg, July 17, 1862.

Finally I will write you in reply to your letter of this morning this afternoon, and meaning to do so I will not detain your orderly any longer. But you will not be surprised that having myself learned a lesson of patience at Fort Pillow, and witnessed its exercise at Columbus and Island No. 10, I should be unwilling to put in jeopardy all the great triumphs and interests which are placed in my keeping. I have watched eight rams for a month, and now find it no hard task to watch one. I think patience as great a virtue as boldness, and feel anxious, above all things, to save that portion of the Republic which lies adjacent to and dependent upon the Mississippi from an alarm which would interrupt its business, destroy its peace, and affect the public credit at home and abroad.

You must regard me always, with honest differences of opinion, as faithfully and cordially your friend,

C. H. DAVIS,
Flag-Officer.

Flag-Officer D. G. FARRAGUT, U. S. Navy.

Letter from Rear-Admiral Davis, U. S. Navy, to Flag-Officer Farragut, U. S. Navy, stating his reasons for not leaving the Upper Mississippi.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 20, 1862.

MY DEAR ADMIRAL (or Rear-Admiral, I believe it is): I wish Mrs. Farragut knew as much as we do; her mind would be at ease with regard to your passing down.

I have come to the final determination, from which, indeed, I have hardly once deliberately departed, that it would be an inexcusable sacrifice of the greatest of the country to abandon the possession of the Upper Mississippi, and that this would be the unavoidable consequence of an attack, such as you propose.

At the very moment when the extent of river in my keeping is increased threefold, I have also become responsible for the safety of General Curtis's army, and for its maintaining communication with its sources of supply. And at this very moment, also, I hear that the enemy are building boats which, in my absence, would give them the control of the whole trade and intercourse of the river from Vicksburg up. And again, at this very moment there is not a vessel in my squadron which is not rendered inefficient by sickness and vacancies, while of the fourteen vessels of which the squadron is composed seven only are here, and of those seven one is below.

I have 129 mortar men and 1 army officer here. Of this number of 130, 100 are sick.

The proportion of the sick in the crews of the gunboats is not so enormous. In this vessel the number of sick and deficient is one in four; in the *Carondelet* it is one in two (every other one); in the *Louisville*, one in three, about, etc.

It will be with difficulty that I shall hold my own in the approaching sickly season.

The anxiety we are called upon to bear, which, as you justly say, "is too great to keep up," is a part of our condition as commanders in chief, and belongs to all high and responsible stations in such times as these. It is like "the watch the king keeps to maintain the peace." It is an old ache that, like a chronic disease, does not prevent sleeping and eating.

I will send you Porter with the *Essex*. You will then have my largest ironclad boat and most powerful ironclad ram, provided it will relieve your mind from anxiety. In the meantime I shall keep up an active fire with the mortars morning and night, not at noon. We struck the *Arkansas* with our bombs twice yesterday.

I send you some late papers. Pray remember me to Mrs. Farragut when you write.

Yours, always, truly,

C. H. DAVIS,
Flag-Officer.

Flag-Officer FARRAGUT.

P. S.—Captain Pike has just come on board to tell me that he has struck the *Arkansas* this morning twice again.

Letter from Flag-Officer Davis, U. S. Navy, to Flag-Officer Farragut, U. S. Navy, regarding proposed operations against the ram.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 21, 1862.

DEAR ADMIRAL: The ram is anchored between the two upper forts. We shall either drive her down to you, destroy her, or force her to come up the river; in the latter case, we are ready for her.

I beg you not to think of passing the lower forts. This, you will remember, was the upshot of our conversation to-day.

I will take all the coal now above Vicksburg, charged to your fleet, off your hands.

Tell Captain Erben I expect the *Sumter* to do her whole duty.

Most faithfully, yours,

C. H. DAVIS, *Flag-Officer.*

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding West Gulf Blockading Squadron,
Below Vicksburg, Miss.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, regarding operations below Vicksburg.

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, July 23, 1862.

MY DEAR FLAG-OFFICER: I received by the hands of your young man, Mr. Post, a telegram from the Department yesterday, to drop down and not get caught in the river, but I really feel doubtful of

your having sufficient force below here for the control of the rebel ram, but of that you are the best judge.

We were aroused this morning by a heavy firing about 10 miles below. Soon after, one of our army steamers, with the sick on board (she had been to take the negroes home), returned to the anchorage, stating that she had been fired into by a three-gun battery and had been struck twelve times, and the captain of one of the companies killed. I had made all the arrangements for having an armed vessel to accompany each steamer and a gunboat the whole. Why this vessel was sent off in the night without this escort I know not. I have sent Commander Palmer to see the general, and will send a force down to shell them out, and as soon as all the arrangements are made I will drop down the ships to-morrow. I hope, at the furthest. These fellows will give you great trouble. If Porter is overmatched, he can fall down upon our vessels below, but I can not afford to keep a force of any consequence this side of New Orleans, where I shall have the *Pensacola*, *Mississippi*, and *Portsmouth* permanently, and almost always some other vessel there for temporary repairs, etc. Our great object in not letting the ram get below this is, that he can get coal or anything he wants from Natchez, Red River, etc. I will take all the ferryboats as I go down, to keep them from crossing troops, cattle, etc.

If there is anything else that you think the public interest requires of me, please let me know, and if I can do anything for you personally, you know that nothing would give me more pleasure.

With my best wishes for a speedy release from this embarrassment by an increase of both land and naval forces.

I remain, very truly, your friend,

D. G. FARRAGUT,

Flag-Officer, Comdg. Western Gulf Blockading Squadron.

Flag-Officer C. H. DAVIS,

Commanding Western Flotilla.

Letter from Brigadier-General Williams, U. S. Army, to Flag-Officer Davis, U. S. Navy, upon withdrawal of the former from Vicksburg.

HEADQUARTERS, ETC.,

Opposite Vicksburg, July 24, 1862.

MY DEAR SIR: I will not attempt to disguise that I regret to leave this exceedingly. I am really distressed to have effected so little at so much cost to my command in its effective strength, but with an increasing sick list, which must soon, if it has not already, reduced me below the ability for effective service, I have no alternative but to go.

Please accept the ice boat and its contents, which I have directed to be turned over to you by the guard placed in charge, and accept the assurances of my high esteem, and my wishes for your continued and great success.

Most truly and respectfully,

T. WILLIAMS,

Brigadier-General.

Flag-Officer C. H. DAVIS, etc.,

Commanding Western Flotilla, opposite Vicksburg.

[Telegram.]

WAR DEPARTMENT, *July 14, 1862.*

The Secretary of the Navy desires to know whether you have, or intend to have, any land force to cooperate in the operations at Vicksburg. Please inform me immediately, inasmuch as orders he intends to give will depend on your answer.

EDWIN M. STANTON.

Major-General HALLECK.

[Telegram.]

CORINTH, *July 15, 1862.*

I can not at present give Commodore Farragut any aid against Vicksburg. I am sending reinforcements to General Curtis in Arkansas and to General Buell in Tennessee and Kentucky.

H. W. HALLECK,

Hon. E. M. STANTON.

Major-General.

Report of Flag-Officer Davis, U. S. Navy.

FLAGSHIP BENTON,

Above Vicksburg, July 25, 1862.

SIR: The surgeon of this vessel sent me, this morning, the enclosed letter.

Flag-Officer Farragut and Brigadier-General Williams went down the river yesterday. When I urged the latter to stay to keep open the communication above and below Vicksburg, he replied that of the 3,200 men brought here by him, only 800 were fit for duty; the other three-fourths of his command had died, or were in the hospital with fever. Sometimes as many as ten died in a day.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,

Flag-Officer.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

FLAGSHIP BENTON,

Near Vicksburg, July 25, 1862.

SIR: Having carefully noted the effects of this climate, with its combined influence of temperature and miasmatic poison, which at this season of the year exerts a most pernicious influence upon those coming from a more northern latitude, I feel it to be my duty, being a member of the medical department of this flotilla, to warn you, in time to save those under our charge from the diseases which in my opinion must eventuate in disabling our entire squadron.

At the present time I find 40 per cent of our crews upon the sick lists of their respective vessels, and I can safely say, judging from personal observation, that by the daily increase of sickness we must soon report a much larger per cent of these unfit for duty and requiring the assistance of those who have not yet succumbed to the prevailing diseases. In this way you can plainly determine to what extent the expedition may be crippled.

I may also add in conclusion—pardon me the liberty already taken upon your time—that from having had a personal knowledge of the diseases of this latitude for some years, I apprehend that the character of our maladies will take on a more serious turn, changing from the ordinary intermittent to the remittent congestion and typhoid fevers of this climate.

Respectfully,

H. BEAUCHAMP,
Assistant Surgeon, Benton.

Flag-Officer C. H. DAVIS,
Commanding U. S. Gunboat Flotilla, Mississippi River.

Log of the ram Lancaster No. 3, 1862.

Thursday, June 19, 1862.—At 12 m. ram *Lancaster* left [Memphis] for Vicksburg, followed by the *Monarch*, *Fulton*, *Mingo*, and *Lioness*. Had on board about 300 sharpshooters from the Fifty-third and Fifty-ninth Illinois. Arrived at mouth of St. Francis River at 6 p. m., 90 miles below Memphis. Laid all night.

Friday, June 20.—Went up St. Francis River 50 miles; saw a great deal of cotton that had been burned, but found no boats and no signs of the enemy. Returning, we were informed by a party on the bank that there was a barge containing 150 bales of cotton, which had been concealed about 20 miles up; we found the barge, with all the cotton, burned. Arrived at the mouth of the river at 4 p. m. Landed on the Mississippi shore at Helena. Laid all night. During the voyage down met many men from Arkansas flying from the conscription act, and at our landing place saw many men carrying provisions to refugees hidden near the shore of the Mississippi, where the impressment seemed to be far less obeyed than in her sister State.

Saturday, June 21.—Captured a ferryboat 3 miles below Helena, which had been carrying rebel troops across the Mississippi. We sunk her. Perceived several squads of cavalry on the Arkansas shore; they made no demonstration as the rams passed. Overhauled fifteen men at 11 a. m. (trying to escape impressment in the rebel service) on their way to Memphis; they were allowed to continue their course, but they soon came back to the fleet and enlisted under the old flag, fearing that they never would reach Memphis. 11.30 a. m. landed at Friar's Point, Miss. Colonel Ellet heard that the *Van Dorn*, the only rebel ram that escaped at Memphis, had gone up the Yazoo River. She was hurried down the river so fast she made no stop at Helena but threw out a bottle with the news of the fight at Memphis. She carried the white flag 40 miles down the river below Memphis before she thought of pulling down the symbol of truce. Left at 1 p. m.; found cotton burning on both sides of the river. Landed 5 p. m. for the night at Laconia, Ark.

Sunday, June 22.—Left at 7 a. m. and arrived at Laconia at 2 p. m. Whistled to land, when the members and preacher of the church ran out of the building. After the ram had landed some ten or twelve planters came on board. Colonel Ellet received them and assured them he had no design or disposition to molest unarmed citizens or interfere with the rights of private property. Left at 3.30 p. m. Landed at Greenville, Miss., at 6 p. m. for the night. The town

almost deserted by the whites. Many negroes. Night very hot and smoky from cotton burning on the river banks.

Monday, June 23.—Left at 7 a. m. Day hot and very smoky; can not see the shore plainly. Pass Grand Lake, [Ark.], 35 miles below Greenville, at 10 a. m. Landed at Lake Providence 2 p. m. Planters came on board; they mostly wanted the late papers from the North. Negroes were the happiest set we had seen since we left Memphis. Saw one negro I had known for ten years; all he wanted to know was if he were free. Gave him a paper to read. Left at 3:30 p. m. In sight of Island [No.] 98 at 5:20 p. m., when we saw a great smoke to the left of the island. *Monarch* signaled for *Lancaster* to go in at head of the island, *Monarch* in at foot. Discovered it to be 200 bales of cotton on fire. Found we could not save it. Left at 6 p. m. Landed at Paw Paw Island, or [No.] 103, at 7:20 p. m. for the night.

Tuesday, June 24.—Left at 8 a. m. Day fine. Left *Mingo* and *Lioness* at Island [No.] 103 to guard the coal barges. The three others continued their way down the river. Going down we picked up a German in a skiff. He said he lived in Vicksburg and that he had been rowing two deserters from the rebel forces there to a place of security. He declared himself a strong Unionist. He told Colonel Ellet there were two batteries at Vicksburg, one above and one other below town, on the bluffs, and both of these mounted ten good-sized guns, whose caliber he could not tell. There might be other fortifications, but he had not seen them. Commodore Farragut was 3 miles below Vicksburg, but had not begun the attack up to that time; but he had shelled and burned the little town of Warrenton, 12 miles below Vicksburg, as the rebels had fired on his vessels. At that time there were two rebel regiments in Vicksburg and some 12,000 Confederate troops encamped within a few miles of the town. Desertions are very common. The soldiers complained on account of receiving no pay, poor provisions, and very inferior clothing. Anchored at King's Point at 11 a. m. First boat to arrive in sight of Vicksburg from the river fleet. Found out that the *Arkansas* had been aground up the Yazoo and the *Van Dorn* had pulled her off.

Wednesday, June 25.—Day fine. Still at anchor. Charles R. Ellet, Lieutenant E. W. Bartlett, Ed. Davis, son of the flag-officer, William Warren, private in the Fifty-ninth Illinois, started in citizen's attire and armed only with navy revolvers, accompanied by the German, for Farragut at 2 p. m. Are yet to return; near morning.

Thursday, June 26.—Still at anchor. Weather clear and hot. 8 a. m. raised anchor and landed at shore on Young's Point. 9 a. m. Charles R. Ellet and party returned from Farragut's fleet. The party reached Farragut after a number of narrow escapes from the rebels. When the party reached the fleet, Commodore Farragut was not on board and the officers were suspicious of the men, believing them to be spies, and declaring it very improbable that the rams had come all the way down to Vicksburg without molestation. Lieutenant Bartlett had a letter from the flag-officer of the rams, but as no one in the fleet knew Colonel Ellet's chirography the letter was thought to be a forgery. After three hours' delay the commodore arrived and complimented the officers and men of the Ram Fleet very highly and tendered his gratitude and admiration to Colonel Ellet for the success of the expedition. At 9:30 a. m. started up the Yazoo River with ram *Monarch*. Landed at mouth of Sunflower River and

was told the rebel fleet was up at Liverpool, 25 miles below Yazoo City. When within 20 miles of fleet, oil was seen floating on the water. Picked up the carpenter of the *Van Dorn* at 1 p. m. in a skiff, when he explained that the oil came off the boats at the raft, which were all oiled and tarred ready to be fired on our arrival. When we turned to the left-hand point below the fort, we came in view of all the fleet, *Van Dorn*, *Polk*, *Livingston*, *General Clark*, all on fire and turned adrift; we were within a few hundred yards of the battery at Liverpool, which is on the east bank and 75 miles from the mouth. We backed down under the point, when the *Van Dorn* blew up, which shook the hills. Finding we could not get by, rounded to and started back. We had a good view of the *Arkansas*, lying above the raft. Arrived at King's Point 9 p. m., and anchored.

Friday, June 27.—Still at anchor. Day fine and hot. Received orders at 11 a. m. from Farragut to guard mouth of the river, as he would pass Vicksburg that night or following morning. 1 p. m. got underway. Laid in mouth of river, kept in motion by our wheels; watch was changed every hour by the pilots and engineers all night, it being so hot in engine room and pilot house.

Saturday, June 28.—4 a. m., heavy firing heard at Vicksburg. Farragut passing the batteries. 5 p. m., nine of his vessels arrived at King's Point and anchored, when the *Lancaster* dropped back and anchored at head of fleet.

Sunday, June 29.—Day fine. Received orders at 8 a. m. to be ready to go to Memphis with dispatches from Farragut. Left at 9 a. m. Passed Lake Providence at 1 p. m. Passed Greenville at 8 p. m. Foggy and very smoky all night.

Monday, June 30.—Day fine, but heavy smoke all over the country. Landed at Gaines Landing to fix our locker. Lost seven hours. Passed Commodore Davis's gunboats at 5:30 p. m.; anchored at foot of Island No. 75, or Ozark; landed and took on mail. Left at 6 p. m. Passed Napoleon at 6:30 p. m. Night dark and very smoky.

Tuesday, July 1.—Had a very bad night. Fog and very smoky. Landed at Old Townsend [Old Town Bend or Landing] 3 a. m. Left at 8 a. m. Passed Helena 10 a. m. Fired on at Grand Cut, opposite point, by rebels on the Arkansas shore. Fire was returned by our sharpshooters. Arrived at Memphis 11 p. m. and anchored opposite the city.

[The rest of her log is burned from July 2 to July 11, and from July 17 to August 6.]

Saturday, July 12.—Day fine. 11 a. m. boat from Farragut's vessel came alongside with seven officers, to be taken up the river on a foraging expedition. Left at 12 m. Arrived at Willow Point, or Mrs. Newman's, 3:30 p. m., where they laid in a good supply. Left at 5 p. m. Arrived at fleet; anchored at 7:20 p. m.

Sunday, July 13.—Day fine and very hot. All very quiet here and around Vicksburg. Two men came on board from a skiff and reported the *Arkansas* would leave Liverpool on the night of the 14th. They came from Beauregard's army, then at Graduo [Grenada?]. They were taken to Colonel Ellet on board the flagship and there held as prisoners.

Monday, July 14.—Day fine and warm. 10 a. m. boat left for shore with five sharpshooters. 1 p. m. boat returned. Captured some rebel mail on the way from Richmond, La., to Vicksburg.

Tuesday, July 15.—4:30 a. m. *A. O. Tyler* stopped alongside for a pilot to go up the Yazoo River. Dick Smith was sent on board. *Queen of the West* and *Carondelet* followed after her. 6 a. m. heavy firing was heard up the Yazoo. Half an hour afterward the *Queen* and *Tyler*, followed by the *Carondelet*, badly crippled, reappeared around the bend above us hotly pursued by the *Arkansas*. The *Lancaster* being anchored above the fleet, was the first to see the danger. Our anchor line was cut and we rounded to give her a little of our kind of warfare. When we were fully underway and about 100 yards from her, a 64-pound ball came through our bulkwarks and 8 feet of coal, cutting off 3 feet of our steam drum. Our head engineer, John Wybrant, was knocked down and badly scalded; Second Engineer John Goshorn badly scalded and jumped overboard, where he was shot in the water; George Boggs, assistant engineer, killed; Christopher Padlock, Company C, Sixty-third Illinois, missing; S. Casor and J. C. Alcorn, Sixty-third Illinois, wounded, John Dowell, cook, badly scalded and died at 9 p. m.; Jim McCann, deck hand, both legs and one arm shot off and badly scalded, died in a few minutes; Johnson, deck hand, scalded and leg hurt. Two died, names unknown, at 11 a. m. and perhaps others from scalding, there being some ten or more others who are more or less scalded. Our pilot, Sylvester Doss, stuck to the wheel till he dropped from the platform, he being scalded inwardly, wounded in the left side, right shoulder broken, and teeth all blown out. The *Lancaster* is disabled, having been shot all to pieces. Her wheelhouse has eight balls through it; not a flange left on the shaft; three shots from our own fleet, weighing 128 pounds, one left sticking in our port side cylinder timber and one shell, 64 pounds, under port side cylinder, besides grape and canister all over. Eighty-six large balls and shells were found on board. Her crew, with sharpshooters, deck hands, and negroes, was 169, and but 6 negroes were left out of 43. The *Lancaster* was caught by the *Queen of the West* and brought back to her moorings. Her officers were Captain Thomas Reilly, of Pittsburg; Ira Noville, first master; Peter Sands, second; John Wybrant, first engineer; John Goshorn, second engineer; Sylvester Doss, pilot, all of Cincinnati. Dick Smith, pilot, of St. Louis, Mo. (on the *Tyler* that day); Joseph Connelly, carpenter, of Cincinnati; Lewis Serles, steward; Jack Dowell, cook; William Rice, second; George Boggs, assistant engineer; all from Cincinnati. 8:20 p. m. Farragut passed down by the batteries with his nine vessels.

Wednesday, July 16.—10 a. m. 4 men died, names unknown. *Ram Mingo* came alongside and took the *Lancaster* to Memphis to be repaired. Left at 1 p. m.

Report of Commander Winslow, U. S. Navy, regarding the state of feeling prevailing in the Western States.

U. S. GUNBOAT CINCINNATI,
Near Helena, Ark., June 28, 1862.

SIR: In the performance of the duty embraced in that part of your orders which relates to ascertaining the state of feeling in the region of country we have passed through, and the prospects for the renewal

of trade, I would beg leave to state that, however disguised the true sentiments of the people may be, there seems to be a unanimous expression of desire that the former state of things may return and an early resumption of trade follow.

This is no doubt the true sentiment of the poorer class of people bordering the rivers, for the character of the country is such, from its extreme flatness, as renders it at all times liable to the inundations which have swept over it this season. This class of people being poor are dependent upon labor and such small crops of corn as they can raise for their support.

The privations which they have endured in having been cut off from all supplies have no doubt added to this state of feeling, but more than all these, the impolitic step which led to the passage of the conscript law has carried most weight. This act turned many round who before were indifferent, and the swamps are filled, as I learn from refugees escaping from press gangs. We have given protection to some ten or twelve who have fled in this manner.

I learn that a large quantity of cotton, much of it sent from Memphis, lies concealed in various ways, which awaits only resumption of trade to find a market.

It is my opinion, also, that there is little to be apprehended from the attacks of guerrillas on the Mississippi below Memphis. The people on the banks of the river, whatever be their sentiments, find their interest lies in having supplies furnished from trade, as their farms raise nothing but cotton and corn, and their sufferings have been too great not to desire earnestly a change to the former prosperity.

Their influence will be directed from this cause toward putting down this barbarian warfare. The width of the river and flatness of the country are obstacles toward successful operations in such attacks.

These views are limited, however, so far as the immediate Mississippi boundaries are concerned. In the tributaries, which are narrow streams, the country, as you recede, changes from lowland to upland, with thick growth of timber on the borders. It is, therefore, extremely well adapted to lurking bands, and this mode of attack will no doubt be continued to less troublous times.

Very respectfully, your obedient servant,

J. A. WINSLOW, *Commander.*

Flag-Officer C. H. DAVIS,

Commanding Western Gunboat Flotilla, Memphis, Tenn.

Report of Flag-Officer Davis, U. S. Navy, requesting the purchase of light-draft boats for special service.

U. S. FLAG-STEAMER BENTON,
Memphis, June 28, 1862.

SIR: Our recent experience in the navigation of White River has made it apparent that in order to acquire the control of the tributaries of the Mississippi, and to maintain that control during the dry season, it will be necessary to fit up immediately some boats of small draft for this special service. These boats will be sufficiently pro-

tected about the machinery and pilot houses against musketry. They will be selected for their light draft, their capacity to receive a suitable armament of howitzers, fieldpieces, or other light guns, and to accommodate the requisite number of men; and, finally, for their susceptibility of protection.

They will cost, fully equipped for service, from \$8,000 to \$10,000 apiece, provided, I venture to suggest, that the purchase and equipment of them are intrusted to one officer of judgment and experience.

I have sent a copy of this letter to General Meigs, and I have the honor to request that the proposition may be brought to the notice of the honorable Secretary of War, if expedient and if approved by yourself.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,
*Flag-Officer, Commanding U. S. Naval Forces
on the Mississippi River and its Tributaries.*

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Flag-Officer Davis, U. S. Navy, stating the impossibility of furnishing men from the East.

NAVY DEPARTMENT, June 28, 1862.

SIR: Your letter of the 23d instant is received. It is not possible to furnish a single man from the East. More than 3,000 men are now wanted for the ships of war.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer CHAS. H. DAVIS,
Commanding Western Flotilla, Cairo, Ill.

Order of Flag-Officer Davis, U. S. Navy, to Lieutenant Bryant, U. S. Navy, to send the U. S. S. Pittsburg and captured steamer General Pillow to Cairo for repairs.

U. S. FLAG-STEAMER BENTON,
Off Commerce, June 29, 1862.

SIR: On the receipt of this communication you will please send the *Pittsburg* to Cairo for repairs, and with her the captured steamer *General Pillow* for outfit and repairs.

This order with regard to the steamer captured by Lieutenant Commanding Thompson is peremptory. After she is properly equipped, she will return to you as a tender until further orders.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Lieutenant Commanding N. C. BRYANT, U. S. Navy,
Commanding Gunboat Cairo, Fort Pillow, Tenn.

Report of Commander Porter, U. S. Navy, regarding the trial trip of the U. S. S. Essex.

ST. LOUIS, MO., June 30, 1862.

SIR: I have the honor to inform you that I made a trial trip on the 28th with the *Essex*—her engines working well—and we obtained as much speed as we expected. During the trip some disloyal citizens hung out a rebel flag from a mill. I ordered the flag to be taken and the men made prisoners, and handed them over to Brigadier-General Schofield, who then placed a guard over the mill and sent the men to the military prison.

I hope to leave this week.

Very respectfully, your obedient servant,

W. D. PORTER,
Commander.

Flag-Officer C. H. DAVIS,
Commanding Western Waters.

Letter from the Secretary of the Navy to Hon. Preston King, informing him that the gunboats on the Western waters and their crews were under the direction of the War Department.

NAVY DEPARTMENT, June 30, 1862.

SIR: I have the honor to inform you, in reply to yours of the 27th instant, that the gunboats on the Mississippi, and the men serving on them, are under the control of the War Department.

The letter of C. W. Cochrane is herewith returned.

Very respectfully, etc.,

GIDEON WELLES.

HON. PRESTON KING,
U. S. Senate, Washington, D. C.

Report of Fleet Captain Pennock, U. S. Navy, referring to the U. S. steamers Little Rebel and Sumter.

U. S. NAVAL DEPOT,
Cairo, Ill., July 1, 1862.

SIR: The *Little Rebel* arrived here yesterday. I shall have a survey held upon her and report the result to you.

The *Sumter* will sail this afternoon.

Am I authorized to go on with such repairs as the *Little Rebel* may require with all possible dispatch?

I am happy to be able to report Captain Kilty improving. The men generally are doing well.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

Flag-Officer CHAS. H. DAVIS,
Commanding U. S. Naval Forces, Western Waters.

Letter from Brigadier-General Grant, U. S. Army, to Flag-Officer Davis, U. S. Navy, requesting the services of a tender for hospital use.

HEADQUARTERS DISTRICT OF CAIRO,
Cairo, July 1, 1862.

COMMODORE: Will you be good enough to authorize the use of one of the little tenders to run between here and Mound City for a few days to transport the sick to hospital and return the convalescents?

I would like to have it make a trip this afternoon, and hereafter start at 10 o'clock a. m., returning as soon as released by the surgeon in charge of hospital, making one trip per day.

I will have a boat on the line in a few days.

Very respectfully, your obedient servant,

U. S. GRANT,
Brigadier-General, Commanding.

Commodore FOOTE [DAVIS],
Commanding Flotilla, Cairo, Ill.

Order of Flag-Officer Davis, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding the disposition of certain vessels.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 2, 1862.

SIR: I find that I had the inventory in my possession; it is herewith enclosed.

Please direct Lieutenant Commanding Gwin to follow me down here and Acting Lieutenant Commanding Hoel, in the *Little Rebel*, to report to Lieutenant Commanding Bryant for duty at Fort Pillow Station until relieved by the *Pittsburg*. The latter vessel will resume her station as soon as her repairs are completed, when the *Little Rebel* will report to Lieutenant Commanding McGunnegle, at Memphis, for duty at that station.

Can you send me an encouraging word about the *Eastport*? We long to be on board of her.

If Lieutenant Commanding Gwin should prefer the *Mound City* to the *Tyler*, let him bring the former down here instead of the latter, which will be left at Memphis.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Commander A. M. PENNOCK, U. S. Navy,
Commanding U. S. Naval Depot, Cairo, Ill.

Letter from Brigadier-General Williams, U. S. Army, to Flag-Officer Davis, U. S. Navy, requesting transportation for a force of negroes.

BRIGADE HEADQUARTERS, July 2, 1862.

DEAR SIR: With the rapidly falling water, I must increase my working force of negroes with the greatest dispatch, and, therefore, send Major Boardman with 100 men to collect them. If Major

B[oardman] can get transportation on one of your light steamers this evening, he will save a day in time, which day saved may save the canal cut-off from failure. Lieutenant-Colonel Ellet has kindly assisted us twice, but I would anticipate delay by writing to yourself.

Truly and respectfully, your obedient servant,

T. WILLIAMS,
Brigadier-General.

Flag-Officer DAVIS, *Etc.*,
Near Vicksburg.

Letter from Flag-Officer Davis, U. S. Navy, to Brigadier-General Williams, U. S. Army, responding to request for transportation for a force of negroes.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 4, 1862.

DEAR GENERAL: I placed the steamer *Champion* at the disposal of Major [Frederick A.] Boardman immediately on receiving your note of night before last.

Pray call upon me without hesitation whenever I can assist you in the execution of your grand project.

Very respectfully, and faithfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Brigadier-General T. WILLIAMS, U. S. Volunteers,
Commanding, etc.

Report of Flag-Officer Davis, U. S. Navy, regarding the progress of the canal cut-off at Vicksburg.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 4, 1862.

SIR: I have the honor to receive your letter of the 26th [25] instant, calling my attention to the narrow neck of land separating the two reaches of the river above and below Vicksburg and to the co-operation of the Western Flotilla with the fleet of Flag-Officer Farragut.

The Department will already have learned with pleasure that the proposed cut has been commenced.

I am informed by General Williams that the ditch will be finished to-morrow (Saturday) night.

The river is now falling rapidly at this point; the immediate creation of a new channel is not therefore to be expected. But I see by the *Missouri Republican*, of June 28, that late advices from the Missouri River state that "the annual June rise is coming in earnest; that very heavy rains have prevailed on the upper rivers of late; that the upper rivers are all in good stage;" and, finally, that, "the river at St. Louis is still rising rapidly."

When the swell corresponding to this rise and these heavy rains reaches this place we may hope for the best results, provided the proper direction of the cut has been selected.

The Department is no doubt aware that this operation has already been projected by the residents here and has been before the legisla-

ture of Mississippi. It is undoubtedly a feasible project, depending for its successful execution upon the rise of the river.

A line of levels runs across the isthmus at the commencement of the present undertaking gave $3\frac{1}{2}$ feet as the high water on this side above the plane of the river below Vicksburg, a fall sufficient for the rapid abrasion of the loose sand which forms the bottom of the ditch below the hardpan. How far this relation of the two water levels has been changed by the recent rapid fall of the river at this point I am not informed.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Flag-Officer Davis, U. S. Navy, to Quartermaster Wise, U. S. Army, looking to the appointment of the latter as navy agent at Memphis, Tenn.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 4, 1862.

DEAR SIR: I have lately been called upon to furnish information to the Department concerning the old navy yard at Memphis.

I have also seen by the papers that the Mississippi Flotilla will probably be transferred from the Army to the Navy.

Combining these two things, it appears probable that a naval depot will be established at Memphis or some other point on the river and that a navy agency will be created at the same place.

I am so strongly persuaded that the business of this flotilla would be in the highest degree benefited by your retaining a relation to it similar to that which you now hold, that I can not but urge it upon you to make the necessary application for the office of navy agent, provided it is created.

I place so high an estimate upon your services that I shall deem it my duty to do all in my power to secure you this situation.

I beg you to make what use you please of this letter, and call upon me for any additional aid that I can render.

Very truly and faithfully, your friend and servant,

C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Captain G. D. WISE, U. S. Army,

Acting Assistant Quartermaster, Cairo, Ill.

Letter from Flag-Officer Davis, U. S. Navy, to the chief clerk, Bureau of Ordnance and Hydrography, acknowledging receipt of map of Vicksburg.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 4, 1862.

SIR: I am very much indebted to you for your valuable letter of the 25th instant [ultimo], containing topographical detail of Vicksburg and its vicinity.

The information is valuable in many respects, and I shall have great pleasure to send a copy of your letter to the commanding general.

Very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

R. A. WATKINSON, Esq.,

*Chief Clerk, Bureau of Ordnance and Hydrography,
Washington, D. C.*

Report of Flag-Officer Davis, U. S. Navy, giving a summary of operations, in White River, of the U. S. steamers Lexington and Conestoga.

U. S. FLAG-STEAMER BENTON,

Off Vicksburg, July 5, 1862.

SIR: I have already had the honor to inform the Department that when I came to this place I left two gunboats in White River. I selected for this service the *Lexington* and *Conestoga*, because they were the fastest sailers and could, therefore, keep up the most frequent communication.

I have received from Lieutenant Commanding Shirk, of the *Lexington*, a report dated the 2d instant, of which the following is a summary:

1st. He again ascended White River, followed by 8 transports, containing Colonel Fitch's command and the supplies for General Curtis's army, as far as Clarendon, and was again obliged to put back, together with his convoy, on account of the want of water on the bars.

2d. It has been satisfactorily ascertained that Devall's Bluff is strongly fortified with earthworks, mounting two 68-pounders and twelve small guns, and garrisoned by between five and ten thousand men.

3d. The guerrilla parties abound on the banks of the river; and in this and preceding ascents three of our men have been killed and many have been wounded.

4th. The Government will have received through other sources the General Order No. 17 (of June 17, 1862), Major-General Hindman, instituting this guerrilla warfare.

5th. If it is the intention of the Government to make use of the rivers as a means of communication, I will venture again to suggest that it can only be done by means of suitable vessels of small draft, lightly but sufficiently protected against rifle muskets.

I shall continue to furnish to Colonel Fitch all the aid in my power.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Flag-Officer Davis, U. S. Navy, to Medical Director Franklin, U. S. Army, requesting transfer to the North of certain navy patients.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 6, 1862.

SIR: I have taken the liberty of sending to the Mound City Hospital a number of sick and wounded from the squadron of Flag-Officer Farragut, who is now lying alongside of us.

It is the opinion of the medical gentlemen of the squadron that these patients will be greatly improved by going to a Northern climate, while they will, at the same time, find better hospital accommodations than those which exist at New Orleans.

May I beg of you to receive these patients in behalf of the country, in the service of which they have encountered their wounds and diseases?

Very respectfully and truly, your obedient servant,

C. H. DAVIS,
Flag-Officer.

E. C. FRANKLIN, M. D.,
Brigade Surgeon and Medical Director, Mound City, Ill.

Report of Fleet Captain Pennock, U. S. Navy, regarding general matters.

U. S. NAVAL DEPOT,
Cairo, July 6, 1862.

SIR: One of the magazine boats is leaking badly and I think, as soon as possible, a permanent magazine should be provided on shore, where it would be free from liability to overflow.

Surgeon Franklin has informed [me] that he is instructed to close the hospital at Mound City; they have 70 sick there at the present time. I have telegraphed Fox in regard to it.

The *Red Rover* will be ready to leave on Tuesday and the *General Bragg* on Wednesday.

Mr. Gillett, sent by a friend of Captain Phelps, has arrived here for the purpose of securing a paymaster's appointment. I have directed him to report to Captain Phelps. I was obliged to send the *Sumter* away without a paymaster, not knowing a suitable person for the position.

I have sent Paymaster Dunn to St. Louis to procure one and also one for the *Mound City* and *Bragg*, as it is very important to have a paymaster on board to receive the accounts of the men, the provisions, etc.

I have visited the sick at Mound City and find nearly all of them doing well. Some of them are without their bags, which causes them much discomfort and anxiety. They say they are either on the gun-boats or lost. If the latter, what provision can be made for them?

Very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

Flag-Officer CHAS. H. DAVIS,
Commanding U. S. Naval Forces, Western Waters,
Near Vicksburg, Miss.

Letter from Flag-Officer Davis, U. S. Navy, to Quartermaster Wise, U. S. Army, requesting subsistence for crews of captured vessels.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 7, 1862.

SIR: I have to request that you will furnish subsistence for the officers and crews of the captured steamers *De Soto*, *Victoria*, *Kentucky*, *Sovereign*, and *H. R. W. Hill*; of the latter vessel up to the date of her transfer to Quartermaster Turnley, by request of Brigadier-General Strong. The above-named vessels are prizes, captured in the rivers and at Memphis.

You will please inform me to whom I am to direct the certificates of disability or death in case of soldiers transferred from Army of Potomac to the flotilla.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Captain GEO. D. WISE,
Acting Assistant Quartermaster, Cairo, Ill.

Report of Fleet Captain Pennock, U. S. Navy, regarding the cause of delay in the preparation of the U. S. S. Eastport.

U. S. NAVAL DEPOT,
Cairo, July 7, 1862.

SIR: The iron manufacturers, employed repairing the iron for the *Eastport*, have been very slow in supplying the requisite plates for that vessel. Her hull is all plated. I hope to have her in the water some time during the present week. Even after she is afloat, there will be a large amount of work to be done on her. It is very difficult to procure mechanics to work here at the present season of the year. I shall make every endeavor in my power to push the work on her forward to completion.

Captain Gwin has arrived here with the *Tyler*, and will, in all probability, be able to leave to-morrow. The *Essex* is on her way down, and I expect her here this evening. She is short of men.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

Flag-Officer CHAS. H. DAVIS,
Commanding U. S. Naval Forces on the Western Waters.

Report of Commander Winslow, U. S. Navy, regarding request for return of slaves taken at St. Charles.

GUNBOAT CINCINNATI,
Off Vicksburg, July 7, 1862.

SIR: The three negro boys, employed as stokers in this vessel, have given their names as James Wilson, James Mosely, Charles Webb. They deserted from Fort Pillow, where they were employed upon

the works. They are rated on the books at \$10 per month, from the 15th of May. They give as the name of their master a Mr. Emory.

I would beg leave to state that there are also five or six firemen (slaves), who are on board the *Mound City*. These men were taken as prisoners at St. Charles, being part of the crew of the steamboats sunk there. On evacuating that place, I ordered them, from necessity, in the fire department of the *Mound City*. An application was made by a person acting for the owner, that they might be delivered up. Colonel Fitch replied that they were held as prisoners. A subsequent application to me was responded to, that the law of Congress was imperative, that if any officer, bearing a commission of the United States, delivered up a contraband, that he should at once be dismissed the service.

Very respectfully, your obedient servant,

J. A. WINSLOW,
Commander.

Flag-Officer C. H. DAVIS,
Commanding Western Flotilla.

Letter from Brigadier-General Williams, U. S. Army, to Lieutenant-Colonel Ellet, commanding Ram Fleet, requesting special aid on the cut-off canal.

HEADQUARTERS, ETC., July 8, 1862.

MY DEAR SIR: We think, as I understand some of your stern-wheel captains do, that two or three of their wheels set in motion throwing the water into the mouth of the canal, would render capital service, and hasten very much its success, perhaps determine its success. Will you permit them to try their hand this afternoon and give the matter the benefit of a full trial?

Respectfully and truly,

T. WILLIAMS,
Brigadier-General.

Lieutenant-Colonel ELLET,
Commanding Army Ram Fleet above Vicksburg.

Letter from Surgeon Roberts, of the Ram Fleet, to Flag-Officer Davis, U. S. Navy, responding for Lieutenant-Colonel Ellet.

[Endorsement dated July 11, 1862.]

RESPECTED SIR: As Colonel Ellet is sleeping and needs a rest, I take the liberty to say that if it is possible to get the *Lioness* ready for the work desired in General Williams' note, it will be done with great pleasure and the boat there at the hour of 4 p. m. this afternoon.

With much respect, I am, truly, your obedient servant,

JAMES ROBERTS,
Surgeon, Ram Fleet.

Flag-Officer DAVIS.

*Order of Fleet Captain Pennock, U. S. Navy, to Lieutenant Bishop,
U. S. Navy, commanding U. S. S. General Bragg.*

U. S. NAVAL DEPOT,
Cairo, July 9, 1862.

SIR: Flag-Officer Davis orders that you proceed with the *General Bragg* to join his squadron with all possible dispatch.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

Lieutenant Commanding JOSHUA BISHOP,
Commanding U. S. Gunboat General Bragg, off Cairo.

*Report of Lieutenant Bryant, U. S. Navy, referring to the sinking
of the steamer Shingiss.*

GUNBOAT CAIRO,
Fort Pillow, July 9, 1862.

SIR: Residents of this vicinity inform me of certain men who have been active in the cause of rebellion, and who now intimidate the peaceably inclined. Their reports show that four are dangerous. Their names are Abner Pitts, John Glimp, Balentine Alston, and David Glenn. Three others were named, less mischievous; all residents of Lauderdale County. I took notes of their statements regarding each of these men. In a previous letter I wrote of some in Tipton County.

The inoffensive persons who inform are apprehensive of molestation and desire protection. I have no authority to capture men for such alleged offenses, and I informed them that I had no force to march 14 miles into the country, but that I will make known their case to my chief.

My informants would return here on the 19th instant.

The few persons who come here express much gratification at the presence of this vessel. Some mounted men, armed, were recently seen near the fort; their pretended purpose was hunting negroes.

A report reached here that 50 bales cotton were recently destroyed at Randolph.

Part of a lot of 75 bales of cotton was brought to the landing of the fort here to-day to be shipped.

A messenger from the steamer *Shingiss* has just reached here, and reports that vessel struck a snag and sank. She had wounded men from the lower fleet on board; they were removed to the shore, and I am going to their assistance.

The wreck is about 7 miles below this place.

Very respectfully, your obedient servant,

N. C. BRYANT,
Lieutenant, Commanding.

Flag-Officer C. H. DAVIS.

The steamer *Tycoon* has come along, bound up river. I have desired the officer in charge to go to the wreck and receive the people, which he consents to do, and will convey them to their destination.

Letter from Flag-Officer Davis, U. S. Navy, to Lieutenant-Colonel Ellet, commanding Ram Fleet, requesting the services of a vessel as mail steamer.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 9, 1862.

SIR: I owe you a thousand apologies for my apparent neglect of your note of July 3.

It must have been laid upon my desk during my absence and been accidentally covered up by other papers, for, in cleaning up my desk, I discovered it for the first time this morning after breakfast.

Happily, I had anticipated your wishes in relation to the ice, concerning which Captain Phelps wrote you at my request.

But this explanation will account for my not answering the other particulars of your note.

I have the pleasure to say now that I shall be very glad to avail myself of the services of a mail steamer from your fleet, and, further, to add that if it should occur to me at any time to offer you any suggestions that may benefit and promote the public service, I will do so without hesitation.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Lieutenant-Colonel A. W. ELLET,
Commanding Ram Fleet, Mississippi River.

Letter from Lieutenant-Colonel Ellet, commanding Ram Fleet, to Flag-Officer Davis, U. S. Navy, offering a service.

STEAM RAM SWITZERLAND,
July 10, 1862.

SIR: The steamer *Sampson* is about to leave for Memphis. Anything the officers can attend to for you will be done with great pleasure.

The captain, bearing this note, awaits your instructions.

Respectfully, your obedient servant,

A. W. ELLET,
Lieutenant-Colonel, Commanding.

Flag-Officer DAVIS.

Letter from the Secretary of the Navy to Flag-Officer Davis, U. S. Navy, introducing Captain Lessovsky, of the Russian Navy.

NAVY DEPARTMENT, July 12, 1862.

SIR: This will be handed you by Captain Lessovsky, of the Russian Navy, to whom you will extend all proper facilities for visiting the various vessels under your command.

Very respectfully,

GIDEON WELLES.

Flag-Officer CHARLES H. DAVIS,
Commanding Flotilla on Western Waters, off Vicksburg.

Letter of censure from Flag-Officer Davis, U. S. Navy, to Lieutenant Bryant, U. S. Navy, commanding U. S. S. Cairo.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 13, 1862.

SIR: I have received your letter of the 9th instant, informing me of the condition of things and the state of the public mind in the vicinity of Fort Pillow.

However deeply we may lament the exposed condition of loyal citizens in the interior, it will be wholly impossible to attempt any relief without an independent military force; at the same time it is satisfactory to me to know that by the presence of your vessel and by your personal influence you do everything in your power to sustain and encourage the Union sentiment.

The shipment of cotton is to be furthered as much as possible.

I will thank you for further information in regard to the state of the *Shingiss*, the possibility of raising her or of saving her property and machinery.

I again call your particular attention to my instructions in relation to contrabands; they are not to be received promiscuously on board the ships of the squadron.

I have also received your letter of July 10, in answer to the complaint of F. C. Lawson, in which it is admitted that First Master Hazlett was guilty of a violation of the law, in extenuation of which he pleads the misconduct of Lawson; or, in other words, he makes a dereliction from duty on the part of a man a justification of a grosser dereliction from duty on the part of an officer. According to this mode of reasoning, I can not see the difference between a man-of-war, the discipline of which is supposed to be regulated by law and usage, and a privateer, for the government of which there is neither law nor usage. I am surprised at the conduct of Mr. Hazlett, but I am still more surprised at your attempt to justify it, for you who have been brought up in the Navy know as well as I do that personal violence, swearing, and indecent language are considered, apart from their being a violation of law, as unbecoming the members of our profession.

I shall take no further note of this subject at present than to observe that your letter to me acknowledging and justifying this outrage upon the discipline of the service would, if communicated to the Department, bring upon you its severest censure and produce Mr. Hazlett's dismissal.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Lieutenant Commanding N. C. BRYANT, U. S. Navy,
Commanding Gunboat Cairo, Fort Pillow, Tenn.

Report of Assistant Surgeon Beauchamp, U. S. Navy, of casualties on U. S. S. Benton.

FLAGSHIP BENTON,
Near Vicksburg, July 13, 1862.

SIR: I have the unpleasant duty to perform of reporting the casualties of this day, resulting from an action with the rebel batteries:

John Grey (seaman), wounded, very slightly by shell, in face. William Travis (carpenter's mate), wounded, not seriously, by shell in back part of head and neck. William H. Lewis (fireman), killed by shell, decapitated.

Respectfully,

H. BEAUCHAMP,
Assistant Surgeon, Flagship Benton.

Captain S. L. PHELPS,
Commanding Flagship Benton.

Order of Flag-Officer Davis, U. S. Navy, to Lieutenant McGunneagle, U. S. Navy, to proceed to duty in superintending the construction of vessels.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 14, 1862.

SIR: You will take passage in the mail boat to Cairo and proceed thence to St. Louis, where you will report to Lieutenant Hall to assist in superintending the construction of gunboats *Choctaw* and *Fort Henry*.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Lieutenant Commanding MCGUNNEAGLE, U. S. Navy,
Commanding Gunboat St. Louis, Memphis, Tenn.

Report of Flag-Officer Davis, U. S. Navy, referring to a reconnaissance in the Yazoo River.

U. S. FLAG-STEAMER BENTON.
Off Vicksburg, July 14, 1862.

SIR: I have the honor to inform the Department that I have dispatched the *Tyler* up Yazoo River for the purpose of making a reconnaissance, preparatory to an expedition in that direction.

Acting [Assistant] Paymaster Train has arrived here very ill, and by the advice of the surgeon of this ship I have given him permission to return immediately to the East.

The *General Bragg*, on her way from Cairo, met the advanced guard of General Curtis's army at Helena, of which circumstance information has been sent to Memphis.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

*Order of Flag-Officer Davis, U. S. Navy, to Lieutenant McGunnege,
U. S. Navy, regarding men of the Mortar Fleet.*

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 14, 1862.

SIR: I will thank you, on the receipt of this order, which you will deliver to your successor, if relieved before it is executed, to send all the men belonging to the Mortar Fleet, including the 27 who accompanied Colonel Fitch, to this headquarters by the earliest conveyance.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Lieutenant Commanding MCGUNNEGLE, U. S. Navy,
Memphis, Tenn.

*Order of Flag-Officer Davis, U. S. Navy, to Commander Winslow,
U. S. Navy, to assume command of naval station at Memphis.*

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 14, 1862.

SIR: You will proceed in to-day's mail boat to Memphis and take command of the gunboats *St. Louis* and *Mound City*, and of such other vessels as may be assigned to that station from time to time.

You will consider yourself in charge of that post, so far as the naval forces are concerned, and I will thank you to keep me informed from time to time of the current duties of your station, and make such communications as you may think necessary.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Commander JNO. A. WINSLOW, U. S. Navy,
Commanding Gunboat Cincinnati, Mississippi River.

*Order of Flag-Officer Davis, U. S. Navy, to Lieutenant Wilson, U. S.
Navy, regarding transfer of command.*

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 14, 1862.

SIR: You are hereby detached from the ordnance steamer *Great Western* and will take command of the gunboat *Cincinnati*, now lying at this point.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Lieutenant Commanding BYRON WILSON, U. S. Navy,
Commanding Gunboat Cincinnati, Mississippi River.

Order of the Secretary of the Navy to Flag-Officers Davis and Farragut, U. S. Navy, forwarding copy of act of Congress abolishing the spirit ration.

NAVY DEPARTMENT, July 15, 1862.

SIR: I herewith enclose a copy of the fourth section of the recent act of Congress abolishing, from the 1st of September next, the spirit ration in the Navy and forbidding distilled spirituous liquors to be admitted on board vessels of war, etc.

You will cause the provisions of this section to be carried out in the flotilla under your command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer C. H. DAVIS,
Commanding, etc., near Vicksburg, Miss.

Flag-Officer D. G. FARRAGUT,
Commanding, etc., near Vicksburg, Miss.

Order of Flag-Officer Davis, U. S. Navy, to Lieutenant Gwin, U. S. Navy, regarding transfer of command.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 16, 1862.

SIR: You will proceed in the U. S. gunboat *Tyler* to Memphis as soon as possible. On arriving there, you will transfer the officers and crew of the *Tyler* (with the exception of ten of the latter) to the U. S. gunboat *Mound City*, transferring the officers of the latter vessel to the *Tyler*, reporting here to me in the *Mound City* without delay. Instructions will be given to that effect to the commanding officer of that station.

Very respectfully, your obedient servant,

C. H. DAVIS,
Commanding U. S. Naval Forces, Western Waters.

Lieutenant Commanding WM. GWIN, U. S. Navy,
Commanding Gunboat Tyler, Mississippi River.

Letter from Major-General Curtis, U. S. Army, to commanding naval officer at Memphis, requesting cooperation against the enemy at Gaines Landing.

HEADQUARTERS ARMY SOUTHWEST,
Helena, Ark., July 16, 1862.

I am credibly informed that General Price has been crossing troops at Gaines Landing below. I hope it will be in your power to send gunboats down to interrupt such a movement. I also desire to move my command, partly on transports; and gunboats seem necessary as convoys on the Mississippi and White rivers.

I have the honor to be, sir, very respectfully, your obedient servant,

S. R. CURTIS,
Major-General, U. S. Army.

NAVAL COMMANDING OFFICER,
Memphis.

Order of Flag-Officer Davis, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding the commanding officer of the hospital boat Red Rover.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 18, 1862.

SIR: Captain McDaniells, commander of the hospital boat *Red Rover*, informs me that he is desirous of giving up his command.

I will thank you to direct Quartermaster Wise to settle with him up to the date on which he presents this acceptance of his resignation.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Commander A. M. PENNOCK, U. S. Navy,
Commanding U. S. Naval Depot, Cairo, Ill.

Instructions from Flag-Officer Davis, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding general matters.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 18, 1862.

SIR: I have sent the *Tyler* to you for repairs.

Please dismiss William Blakely on her arrival; he was drunk during the several engagements of the 15th instant.

Please enquire into Mr. Faulkner's allowing the *Sumter* to come down with her delivery pipes in such a condition that they had to be renewed immediately. She was as useless on the 15th (*dies infaustus*) as a child's rattle.

Master's Mate Faux may be discharged. Is he any relation to that saint on earth Guy Faux [Fawkes]? If he is, we will send him over to blow up the English Parliament.

I have returned Mr. Buchanan's papers in another envelope.

Two men, James and Patrick Sullivan, seamen, of the *Lexington*, taken prisoners at Pittsburg Landing and now returned on parole not to serve until exchanged, will be sent by Lieutenant Commanding Shirk to the receiving ship with a letter of explanation to you.

I shall send up several empty barges by a towboat and will thank Captain Wise to send down full barges of coal by her.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Commander A. M. PENNOCK, U. S. Navy,
Commanding U. S. Naval Depot, Cairo, Ill.

Order of Flag-Officer Davis, U. S. Navy, to Lieutenant Blodgett, U. S. Navy, commanding U. S. S. Conestoga, to proceed to Cairo for repairs to that vessel, destroying en route everything useful to the enemy for transportation.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 19, 1862.

SIR: I have received the reports of the surgeon, engineer, and carpenter of the *Conestoga* and, in compliance with their recom-

mendations and your own representations, you are hereby directed to proceed to Cairo for repairs and relief.

You will remember that the services of your vessel are very much wanted at the present time, and you will therefore make all possible expedition in these repairs.

It is reported by refugees that General Price is crossing the river at Gaines Landing. I wish you to take a good look in there and in at any other point, bay, bayou, or river mouth to which your attention may be drawn by the appearance of barges, scows, flat-boats, and ferryboats, and destroy everything that may be useful to the enemy for transportation.

Very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Lieutenant Commanding BLODGETT, U. S. Navy,

Commanding Gunboat Conestoga, Mississippi River.

Joint expedition for the recapture of Henderson, Ky., July 19-24, 1862.

[Telegram.]

LOUISVILLE, 18th, 1862.

Henderson is taken by the rebels. Governor Morton telegraphs Newburg taken and 200 stand of arms. Can you send force to Henderson? Order gunboat up the river. Can not the governor of Illinois send force to Paducah?

J. T. BOYLE,

Brigadier-General, Commanding.

UNITED STATES COMMANDER,

Cairo.

Report of Fleet Captain Pennock, U. S. Navy, forwarding telegram from the governor of Indiana.

U. S. NAVAL DEPOT,

Cairo, July 19, 1862.

SIR: I received last night the following telegram from Governor Morton, of Indiana:

Henderson, Ky., taken by the rebels. Evansville and Newburg also threatened. Can not you send a gunboat to Evansville? Lose no time. It is a matter of the first importance.

I replied to him that there was no gunboat available, and that I would send an armed tug to Evansville as soon as possible. Since that time the excitement about the matter has been so great that I have armed the *Clara Dolsen* with four howitzers, gathered 125 sailors and 200 soldiers, and together with the tug *Restless*, mounting a 12-pounder howitzer, will start up the river immediately. I shall take command of the expedition myself.

The *Lexington* arrived here yesterday. Her commander informed me his vessel was so much broken down that she would be unfit for any service until repaired, and that the repairs could not be made at Memphis on account of having to go on the ways.

As I could not have the repairs made without great detention, I ordered her to proceed to St. Louis for that purpose. She left yesterday afternoon.

I desire, respectfully, to recommend to the position of first master Mr. Charles G. Perkins, who, with the exception of about three months as second master of the *Cincinnati*, has been with me since the commencement of the flotilla, and whose services I value very highly. I wish still to retain him at the depot to assist me. Please give me a light gunboat for this station. Occurrences like the one mentioned in the first part of my letter may happen at any time. I have requested Captain Wise to communicate with you during my absence.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

Flag-Officer C. H. DAVIS,
Commanding U. S. Naval Forces on the Western Waters.

P. S.—A Mr. Green has reported to me as judge-advocate of court-martial to have assembled at Cairo on the 14th ultimo. Having no information about the matter, I refer it to you.

[Telegram.]

CAIRO, ILL., July 19, 1862.

(Received 7:40 p. m.)

I have received the following telegram from Governor Morton, of Indiana:

Henderson, Ky., taken by the rebels. Evansville and Newburg also threatened. Can't you send a gunboat to Evansville? Lose no time. It is a matter of the first importance.

I shall leave in an hour on steamer *Clara Dolsen*, receiving ship. Have four howitzers, 125 sailors and 200 soldiers; also a tug mounting a 12-pound howitzer. No gunboat available at present.

A. M. PENNOCK,
Commander and Fleet Captain.

HON. GIDEON WELLES.

Report of Flag-Officer Davis, U. S. Navy, transmitting report of Fleet Captain Pennock, U. S. Navy.

U. S. NAVAL DEPOT,
Cairo, August 6, 1862.

SIR: I have the honor to transmit to the Department Fleet Captain Pennock's report of a joint naval and military expedition up the Ohio River to Evansville, Henderson, etc., undertaken in pursuance of a telegram from Governor Morton, and having for its object the pursuit

and punishment of certain parties of guerrillas which had threatened Henderson.

I invite the special attention of the Department to the promptness with which Captain Pennock, who took a leading part in this service, organized his forces and proceeded to the scene of action. The enclosed letter of General Love bears the most honorable testimony to Captain Pennock's conduct.

Very respectfully, your most obedient servant,

C. H. DAVIS,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. NAVAL DEPOT,
Cairo, Ill., July 24, 1862.

SIR: I reported to you on Saturday, the 19th instant, that in consequence of a telegram received from Governor Morton (a copy of which I forwarded to you), I would leave Cairo for Evansville with the U. S. receiving ship *Clara Dolsen*, armed with four 12-pounder rifled howitzers, J. M. Prichett, lieutenant commanding, and tug *Restless*, armed with one 12-pounder howitzer, Master Ford, commanding.

I was accompanied by Colonel Moro, with a battalion of Sixty-third Regiment Illinois Volunteers, and Brigade Surgeon E. C. Franklin, who kindly volunteered his services for the occasion.

I arrived at Evansville on Monday at 6 a. m. and had an interview with Major-General Love, who informed me of his plans to capture the guerrillas who had control of Henderson, Ky., and his intention to occupy that place. My cooperation, and that of the troops associated with me, was desired in carrying out the plans of the enterprise.

The same afternoon Major [F. A.] Starring, chief of artillery of the District of Mississippi, arrived with the following force: Captain Robinson, Company A, Twentieth Battalion, Sixteenth Regulars, 60 men; Captain Noyes, Company H, Thirteenth Wisconsin Volunteers, 48 men; and Lieutenant Becker, with one section Stenbeck's Battery, Second Illinois Artillery, 25 men, who reported to me for cooperation by order of Brigadier-General Strong, commanding District Cairo.

At the request of General Love, Major Starring, with his force on board steamer *Rob Roy*, went in advance for the purpose of occupying and picketing the city, the *Clara Dolsen* following, with Major-General Love and staff, with an addition of 500 men, consisting of infantry and a section of artillery.

After landing the stores and troops, Colonel Moro was ordered by Major-General Love to occupy and hold the city, while the Indiana troops and the section of Stenbeck's battery took up their line of march for the interior.

During the day several arrests were made, including two of the guerrillas who were prominent in robbing the hospitals at that place and destroying government property, who were placed in irons on board the *Clara Dolsen*, and subsequently delivered up to the provost-marshal.

General Love having received a dispatch the following night that guerrillas in force were occupying Uniontown, with intent to cross the river to attack Mount Vernon on the Indiana shore, Major Starring was dispatched with a force to look after this matter in the *Rob Roy*, accompanied by the armed tug *Restless*. Soon after I joined him at Uniontown, all being quiet at Mount Vernon.

During the afternoon several arrests were made of prominent secessionists and a number of boats destroyed by order of Major-General Love. Toward evening Brigade Surgeon Franklin and Lieutenant Commanding Prichett, while reconnoitering the outskirts of the town, came upon a squad of guerrillas and captured three, who were brought in and sent on board *Rob Roy* under guard to be sent to headquarters at Henderson.

Proceeding down the river we arrived early in the evening at Shawneetown, where I received dispatches from Captain Wise announcing the presence of guerrillas on the Kentucky shore opposite Cairo, and having no force there, naval or military, he advised that a portion of the force under my command should return with all possible dispatch. Early this morning the *Clara Dolsen* and tug started for Cairo and arrived here at 4 p. m. with two companies of Major Starring's command, he returning with the remainder of his force to Henderson on the *Rob Roy*, aboard of which I had placed a 12-pounder howitzer.

In conclusion, I regret to state that I found but little Union feeling on the Kentucky shore and am of opinion that the interests of government and the safety of steamers navigating the Ohio require that light-draft gunboats should be kept moving up and down the river.

Enclosed please find copy of letter received from Major-General Love.

Acting Lieutenant Hoel, in conjunction with Mr. Sheely, of the *General Price*, and Mr. Perkins, my assistant, consented to act as pilots for the expedition. The latter also assisted me in other duties.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

[Flag-Officer C. H. DAVIS, U. S. Navy.]

[Subenclosure.]

HENDERSON, KY., July 23, 1862.

CAPTAIN: I can not permit you to leave me without expressing my sense of the gratitude with which the citizens of Indiana and of this locality will regard the prompt cooperation of yourself and your officers in this emergency, which threatened their security, and for the polite personal attention of yourself and Captain Prichett to myself and staff.

I beg you to accept my sincere thanks and my best wishes for your safe return to Cairo.

I am, captain, with great respect, your obedient servant,

JOHN LOVE,
Major-General, Indiana Legion.

A. M. PENNOCK,
Fleet Captain Gunboat Flotilla, on board Clara Dolsen.

Letter from Quartermaster Wise, U. S. Army, to Rear-Admiral Foote, U. S. Navy, regarding affairs on the Mississippi River.

OFFICE OF NAVAL DEPOT,
Cairo, July 21, 1862.

MY DEAR COMMODORE: Your welcome letter of the 14th instant I have received, also the package of vouchers for Mr. Eads. I hope you received all the articles safe I sent you by express. I can not forward the private papers until Mr. Henriques returns from Memphis, which I expect will be shortly.

I am glad to see that you have again taken the field, and if you can not use your legs as well as of old you have yet the full use of your tongue. That, you know, is a more mighty weapon than the sword; but he is doubly armed who can wield both. I should have been better pleased to have seen you commander-in-chief of a squadron than the head of a bureau, if that extremity of yours had not been an impediment.

The bill for the gunboat transfer to the Navy has at last passed both houses of Congress. Commodore Davis and Captain Pennock have both written me a letter putting it in the light of a necessity that I should continue attached to the flotilla and in the capacity of naval agent. I have not yet decided whether to give up my position in the Army to accept a mere political appointment, although the pay would be much better. If I continued as quartermaster I would have leave of absence given me long enough to settle up my accounts and would be able to visit my family, which I have not done for nearly a year. Notwithstanding, if it is considered desirable, I will work in any capacity in which I can be most useful. Sanford has gone home on a month's leave of absence, and expects to see you before his return. I hope he will get some good and paying position if not made commander. I will send your message to Henriques, whose health I hear is much better.

I forwarded your French cook to the *Benton* some ten days ago, in order that he might settle up his accounts. Our quiet atmosphere of Cairo has been unusually stirred up the past week. On Friday night last a telegram was received from Governor Morton, of Indiana, requesting that a gunboat be immediately sent up the Ohio, as Henderson had been taken by Morgan and his guerrillas, and several others on the Kentucky shore threatened. Mada Rumor also added a little by saying that two steamboats had been captured, the Ohio River blockaded, etc. We had no available gunboats at Cairo, few troops, less sailors, and hardly able to protect ourselves, much less afford assistance to others. Captain Pennock was sick up at Mound City, and I could not telegraph him in consequence of the operator being asleep at the other end of the line. In view of these adverse circumstances, I called a council of war, consisting of Captain Getty, a gunner, and one of my clerks. We unanimously decided to put boat howitzers on board two tugs, get steam on our new captured receiving ship, the *Clara Dolsen*, place on her the spare howitzers, and be ready to move by early next morning. By the time these preparations were in progress and I had turned in for the night General Halleck arrived from below. General Strong ordered a sa-

lute to be fired, which, being done from the fort in the style of dot and carry one, caused great alarm in the neighborhood, and particularly at Mound City, where Captain Pennock and Doctor Franklin turned out ready to fight to the last. Captain Pennock made arrangements to set fire to the *Pittsburg* and *Eastport*, both on the ways at Mound City, in case of necessity.

Early Saturday morning communications were opened with Captain Pennock by means of a tug, the telegraph still not working, the operator supposed to be at breakfast. The captain fortunately approved of all our war measures, and his mind being relieved in relation to the salute, General [William K.] Strong was applied to and furnished 200 men, under command of Colonel [Francis] Moro. The whole party got off late Saturday night, Captain Pennock being in command, the fleet consisting of the tug *Restless* and the transport *Clara Dolsen*. The greatest enthusiasm was manifested by all on the naval wharf boat. * * *

Our fleet has had another ram fight near Vicksburg with the rebel ram *Arkansas*. She was discovered up the Yazoo River on the 15th by the *Tyler*, *Carondelet*, and ram *Lancaster*. The *Arkansas* was armed with twelve 68-pounders, rifled. Our gunboats gallantly attacked the rebel, and a running fight was kept up to the mouth of the river, when the *Carondelet* closed and endeavored to board. Both boats used their steam pipes, which prevented boarding. In the midst of the fight they grounded on a sand bar. The *Arkansas* being on the outside got off first, closely followed by the *Tyler*, who at length passed ahead to notify the fleet of what was coming. Unfortunately the transports were lying in range, preventing an effective fire from our gunboats, and the *Arkansas* ran the gantlet of the fleet and escaped under the batteries at Vicksburg. She was supposed to be much damaged. At night an attempt was made by Farragut to destroy the *Arkansas*, but after a terrific cannonade with the batteries the gunboat could not be found, having hidden behind a wharf boat. When our mail boat left preparations were being made for another attempt. In the fight Farragut's fleet ran below Vicksburg. It is said that none of our vessels was much injured. The *Tyler* had 6 men killed and 8 wounded, and Gwin is said to have fought his ship in a very daring manner. The *Benton* had 1 man killed. It is said if our fleet had [had] steam up that the *Arkansas* would not have escaped. She is said to have been commanded by Brown, formerly of the Navy.

I have just heard that guerrillas have been seen to-day opposite Mound City. We are making all the preparations we can if they attempt a raid on this side, but a very moderate force could at this time destroy all the property here. We have two Parrott guns mounted, one at each end of the wharf boat, and brass boat howitzers at other points. We shall keep two small steamboats patrolling to-night, and hope by to-morrow night to have the *Pittsburg* ready. Her commander is absent on leave and most of her crew with Pennock. We ought always to have a gunboat for this upper part.

I think Pennock would prefer being with you if you take charge of a bureau; he is a good officer for equipment and repairs, and his health is suffering from continued residence in this part of the country. Kilty, after being given up by everyone, has rallied and is now

in a fair way of recovery. I have been unfortunate lately in losing by death my cash clerk, Mr. Cummings, whom you may remember.
* * *

Yours, very truly,

GEO. D. WISE.

Order of Flag-Officer Davis, U. S. Navy, to Commander Walke, U. S. Navy, commanding U. S. S. Carondelet, to proceed to Cairo for repairs to that vessel.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 22, 1862.

SIR: You will please make the best of your way to Cairo for refreshment and repairs, stopping to communicate with General Curtis at Helena and with General Lew Wallace and Captain Winslow, the commanding naval officer afloat at Memphis. You will please stop also at Carlton Landing, where one of the mail boats has recently been fired into, and take such steps as the existing state of things may require.

Very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Commander H. WALKE, U. S. Navy,
Commanding Carondelet, Mississippi River.

[Telegram.]

NAVY DEPARTMENT, *July 23, 1862, 3:50.*

What date did Lieutenant Law arrive at Cairo? Has the dispatch from Commander Lee of the 19th instant been sent to him?

GIDEON WELLES.

SENIOR NAVAL OFFICER, *Cairo, Ill.*

Letter from the Secretary of the Navy to Flag-Officer Davis, U. S. Navy, forwarding regulations published by the Navy Department and calling attention to the transfer of the Western Flotilla.

NAVY DEPARTMENT, *July 24, 1862.*

SIR: Enclosed herewith are the regulations published by the Department for the admission of volunteer line officers into the Navy on temporary service.

In appointing acting master's mates subject to the approval of the Department you will be guided by the regulation applicable to those officers.

As vacancies in the complement of lieutenants occur in the vessels of your squadron, you will appoint the most worthy acting master's mates as acting ensigns, subject to the approval of the Department.

Acting masters and acting lieutenants will only be appointed directly by the Department according to the within regulations.

A vessel of the Navy whose complement of lieutenants is six, so far as the exigencies of the service will permit, will have one lieutenant-commander as executive, one lieutenant will perform the duties heretofore assigned to masters, to be styled navigator, and two masters and two ensigns as watch officers.

In transmitting these regulations to you the Department is aware of the difficulty you would experience in strictly conforming to them, the service on which you are engaged being different and the officers at present on temporary duty in the flotilla not possessing generally the requirements of those employed on the coast. You will therefore conform to them only so far as it can be done without inconvenience to the service.

Transmitted herewith are a number of copies of the laws passed at the recent session of Congress relating to the Navy. You will have five or six copies of them furnished to each vessel in the flotilla.

Your attention is particularly directed to Act No. 154, page 23, transferring the Western gunboat fleet from the War to the Navy Department. All matters pertaining to this transfer should be attended to as early as possible, and such as you do not feel authorized to act upon should be immediately referred to the Department to be disposed of.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer C. H. DAVIS,
Commanding Western Flotilla.

Letter from Major-General Grant, U. S. Army, to the Secretary of the Navy, commending Captain Henry Walke, U. S. Navy.

CORINTH, MISS., July 28, 1862.

SIR: Understanding that promotions are to be made in the Navy for meritorious conduct, permit me to recommend Captain Henry Walke, who has served on the Western waters with distinction since the beginning of our troubles.

Captain Walke has shown himself ever ready for any service the vessel commanded by him might be called for, and, if a landsman may judge, has shown both skill and personal bravery in all cases.

He served in guarding our frontier all the time I commanded at Cairo (frontier of loyalty), protected our debarkation and reembarkation at Belmont, besides doing good service in repelling the attack made upon our troops while embarking on that occasion; commanded a gunboat at the capture of Forts Henry and Donelson, and was the commander selected to run the gantlet of the rebel batteries at Island No. 10, which resulted in such advantages to our arms.

In every instance Captain Walke has proven himself worthy of the confidence bestowed upon him, and I hope will receive the reward of his merit.

I am, sir, very respectfully, your obedient servant,

U. S. GRANT,
Major-General.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Flag-Officer Davis, U. S. Navy, to Lieutenant McGunnegele, U. S. Navy, to superintend the construction of the U. S. steamers Fort Henry and Choctaw.

U. S. FLAG-STEAMER BENTON,
Mississippi River, July 29, 1862.

SIR: I have received your letter of the 23d inst.

During Lieutenant Hall's sickness you will please exercise such superintendence as may be necessary over the construction of the gun-boats *Fort Henry* and *Choctaw* and assume the especial command of the former.

Please inform me immediately what the progress of these vessels is and when they will be ready for service.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Lieutenant Commanding W. MCGUNNEGLE, U. S. Navy,
St. Louis, Mo.

[Telegram.]

CAIRO, ILL., *July 30, 1862.*

(Received 5 p. m.)

Have not heard from Flag-Officer Davis since 18th. Last dispatch boat up was fired into 9 miles above Vicksburg by rebels with field battery. Private boat to-day from Memphis reports ram *Queen of the West* fired into on trip up and badly cut. *Eastport* ready for service in two weeks; will require 150 men. *Tyler* arrived for repairs; only 10 effective men on board; requires 115 men. Repairs on *Pittsburg* finished; detained for want of 50 men. *Lexington* and *Conestoga* repairing and want 60 men. Can not obtain men here. River wages for men from \$40 to \$50 per month. Services of these boats are urgently required below.

A. M. PENNOCK.

HON. GIDEON WELLES,
Secretary Navy.

Extract from diary of Flag-Officer Davis, U. S. Navy.

Mississippi River, July 31, [1862].—In my last letter I believe I gave you a short account of our last attempt to destroy the *Arkansas*. It was a failure in every way. There was a want of cooperation, most unaccountable, on the part of Commodore Farragut, by which one important vessel was not brought into action and by which the support of his squadron was withheld. I was informed by Flag-Officer Farragut immediately after the last attack on the *Arkansas* that he intended to move down the river at once, in obedience to orders from the Department, and at the same moment I learned from report that General Williams was to accompany him with the troops under his command. I wrote to General Williams, urging him to remain

and keep open communication above and below Vicksburg by railroad, the means for constructing which were at hand. He replied that his orders obliged him to go, and that without them he would be compelled to move on account of the disabled condition of his command. He had brought with him 3,200 men, of which 2,400 were dead or in the hospital. He could only muster 800 effective men and officers.

His departure rendered it necessary that I should abandon the position I then held, because it gave the enemy the possession of the point from the ditch down. General Williams has, in making the canal, converted it into a means of defense by constructing a continued breastwork and rifle pit on the lower border and introducing an angle where the levee crossed the canal on the upper border, so as to enfilade it.

It was, therefore, no longer safe for my hospital, commissary, and ordnance boats to lie at the bank as they had done. I therefore moved up with my whole command to the mouth of the Yazoo. Vicksburg being thus abandoned above and below by the fleets and the Army, I had to determine on my next step.

I had allowed the ram *Sumter* to go down with Farragut, not only to assist in the attack on the *Arkansas*, but to assist also in maintaining the blockade of that vessel below; and in the same manner and with the same motive I consented to the *Essex* going down. I supposed that Commodore Farragut might go down—he told me that he had urged the Department to allow him to do so—but it never entered my head that I should be deserted by the Army, and it was my expectation to blockade the town on both sides, keeping up the communication between the two detachments of my squadron across the neck. * * *

My squadron had been reduced to a comparatively weak condition. Both the vessels engaged with the *Arkansas* in the Yazoo River had been sent to Cairo for repairs, and having lost the *Essex* and the *Sumter* I was reduced to the *Benton*, the *Cincinnati* in a sinking condition, the *Louisville*, and the ram *General Bragg*.

Sickness had made sudden and terrible havoc with my people. It came, as it were, all at once. * * *

Taking into consideration all these things, I determined to return up the river as far as Helena, and am on my way there now. This decision is my own. I talked the matter over with one or two persons, but called no council of war. The responsibility is my own, and it will not worry me the least in the world if it is not approved of. * * * It was not to be expected that I could take the city of Vicksburg with my squadron only without troops, and this being so I am as well at Helena as at any point lower down.

As we approach Helena I am satisfied, from the reports received from the transports, towing vessels, etc., that if we had remained a week longer at Vicksburg I should not have had engineers nor firemen enough to bring the vessels up. As it is we have depended very much on the contrabands to do the work in front of the fires.

Helena, Friday, August 1.—I anchored here last evening at 8 o'clock with the whole fleet. I have not dropped a coal barge on the way, though you may well suppose that we have had a tedious time of it. There is no knowing what crazy project the Department may have

in view or how this move of mine may be taken. But it seems to me that the only course now to be pursued is to yield to the climate and postpone any further action at Vicksburg till the fever season is over.

Loss of the U. S. S. Sallie Wood, off Island No. 82, July 21, 1862.

Report of Commander Walke, U. S. Navy, commanding U. S. S. Carondelet.

U. S. GUNBOAT CARONDELET,
Memphis, July 30, 1862.

SIR: I have the honor to report the arrival of the *Carondelet* at this place. On the passage up, in the evening of July 23, I picked up Mr. Lucas, pilot of the steamer *Sallie Wood*, who informed me that that vessel was fired into by rebel light artillery at Carolina Landing and along the bend at Princeton and other points above, and that on the 21st instant the *Sallie Wood* was fired upon again at Argyle Landing, and again at Island No. 82, where the rebel shot took effect in piercing her steam drum and stopped the engine. The pilot ran her ashore on Island No. 82, the rebels continuing to fire upon the boat until all of her passengers, officers, and crew were driven on the island. As the rebels, for want of a boat, did not board her immediately, Mr. Lucas, her pilot, returned to the *Sallie Wood*, launched her skiff, took his trunks, and descended the river as far as Island No. 84 and concealed himself at [sic] daylight, when he saw the light of his burning steamer. The following night he descended the Mississippi, and hid 7 miles below Carolina Landing. Mr. Lucas informed me that there were about 35 persons on board the *Sallie Wood*, 31 or 32 of which were captured, most of whom were sick soldiers; the chief engineer's wife and servant being the only females on board.

I anchored below Carolina Landing until near daylight, when I got underway again and fired several shot and shell in and about the rebel masked battery, but perceiving no evidence of the enemy's presence I continued on half a mile farther up to Princeton Landing, where the rebel battery halted and fired at the steamer passing. I fired four or five shot at the house, but receiving no answer I passed on to the next point and fired about the same number of 10-second shell at a house on Mr. Flournoy's plantation, where the rebels were seen to halt and rendezvous. But as this place seemed to be deserted also, I passed on a quarter of a mile farther, opposite a house from which a rebel picket ran to the river bank and fired four or five rifle shot at the *Sallie Wood*. I returned the compliment with four or five shell. This place also appeared to be deserted. As we continued steaming up the river and passed Greenville no white people could be seen, except those who appeared to be very poor. The negroes, however, were very numerous, standing under the banks of the river and making signals to us at night, asking to be taken away.

As we passed the spot where the *Sallie Wood* was fired at a third time, I shelled the point and woods, and (as an intelligent deserter has since informed me) came very near annihilating the party before they made their escape. From this point the rebels crossed over a peninsula to another opposite Island No. 82, where they burned the *Sallie Wood*. I arrived at No. 82 after dark, landed, and sent a

party to a woodman's house on the island to enquire after the fate of the people who were on the *Sallie Wood*, but finding that the house, which was lit up for a few minutes before, was deserted, we passed on slowly (being very dark) by the remains of the ill-fated steamer and rebel batteries, blowing the steam whistle and stopping occasionally to hear if any of our people were still on the island, but not a sound was heard until we reached the upper part of the island, when the feeble voice of a man was heard calling to us to come quickly to his aid. This was done immediately, the boat returning with one of the noblest specimens of an American soldier (First Lieutenant Wing, Company G, Fourth Wisconsin Volunteers), who had been three days without food, concealed in the driftwood, all of his companions except two others being captured by the close search of the rebels. In our search the *Carondelet* approached too close to the island and ran ashore, where she stuck fast until daylight, when we succeeded in sparring and hauling her off. There were no batteries or firing on the Arkansas side of the river.

I picked up a deserter (a Mr. Montague, who was on picket) just above Island No. 82, who was an intelligent young gentleman, and I consider his word reliable. He informed me that their batteries were composed of four guns, two iron rifled 6-pounders and two brass 12-pounders. The negroes, he said, did not work the guns (as the pilot had told me), but they drove the teams and dug the rifle pits or trenches. He also informed me that I. N. Brown, formerly of our Navy, commanded the *Arkansas*, and talked of going to sea with his ram. He said that the *Arkansas* lost 8 men killed and 11 wounded in her fight with this vessel, by the bursting of one of our shell, which entered one of her ports. He also stated that a number of letters were taken from the *Sallie Wood*. Lieutenant Wing informed that our mail was thrown overboard with a weight attached, and that he saw it sink. Lieutenant Wing and servant took passage to Cairo on the ram *Queen of the West*, which passed us on the 28th. On the 27th we ran aground, which detained us eighteen hours.

I called on General Curtis at Helena, according to your orders, and gave him all the information I had collected on my way up the river, for which he was very much gratified, as several boats had passed him without stopping. He said that he was in great want of the services of one or two small, fast gunboats to keep the river clear and prevent the enemy from crossing over to his rear. He expressed his readiness to go down to Vicksburg, but did not inform me of any contemplated movement at present. His army of about 25,000 at that place seems to be in a good condition.

Our sick are improving generally, although our number (20) is about the same. I will coal and proceed on my way to Cairo immediately, duly apprising you of my movements and circumstances. I sent Mr. Montague to Cairo, in charge of Lieutenant Wing. I picked up (afloat) one contraband and seven refugees from Arkansas and brought them to Memphis.

I am, sir, very respectfully, your obedient servant,

H. W. W. WALKE,
Commander, U. S. Navy.

Flag-Officer C. H. DAVIS.

Commanding U. S. Naval Flotilla, Mississippi River.

Letter from Major-General Sherman, U. S. Army, to Colonel Rawlins, U. S. Army.

HDQRS. FIFTH DIVISION, ARMY OF THE TENNESSEE,
Memphis, July 30, 1862.

SIR: I had the honor to write on the 25th instant, since which nothing has happened here in the vicinity worth reporting.

* * * * *

General Curtis, I am informed, goes to Little Rock very soon; indeed, I hear the army moves to-day. I have also learned that the navy boat *Sallie Wood*, with about 40 passengers of the fleet and army before Vicksburg, was disabled at Carolina Point, about 90 miles above Vicksburg, and run on shore. All passengers were made prisoners except three, who succeeded in reaching an island and getting on board the *Carondelet*. One of them, a lieutenant of a Wisconsin regiment, was my informant.

Information has also reached us that our fleet before Vicksburg has raised the siege, the lower fleet returning to Baton Rouge, and upper on its return, maybe, to this place. This will embolden Van Dorn, and we must soon expect to hear from him.

* * * * *

I am, with great respect, your obedient servant,

W. T. SHERMAN,
Major-General, Commanding.

Colonel JOHN A. RAWLINS,
Headquarters, Corinth, Miss.

Sketch of the history of the U. S. Ram Fleet.

NEW ALBANY, IND., *November 1, 1865.*

GENERAL: At your request made to me verbally a few days since I hand you a short sketch of the history of the U. S. Ram Fleet, got up under the direction of Colonel Charles Ellet, jr., afterwards increased by the addition of the Mississippi Marine Brigade, under the command of Brigadier-General Alfred W. Ellet.

Though not strictly connected with transportation, yet, as it was used for the transportation of the troops of that particular command and was under the control of the War Department, perhaps it belongs more properly to your branch of the service than to any other.

The idea, I believe, of destroying the enemy's fleet by the use of rams originated with Colonel Charles Ellet, jr., who, as you know, was a civil engineer, and stood at the head of his profession in this country. His views on the subject were known to the Government.

About the last of March, 1862, the Secretary of War invited him to his office to consult on the subject, and ordered him immediately West to procure the boats and make the necessary alterations and repairs on them to fit them for service in the least possible time.

Within about forty days from the time Colonel Ellet left Washington he had procured nine steamers, and had them altered into rams, with two floating batteries, to use to protect the steamers in passing batteries on the river, and had them equipped and ready for service.

As the use of this kind of vessel was new, Colonel Ellet got them up in the most economical manner. His engineering experience enabled him to adopt a plan of strengthening the boats, simple, economical, and efficient. The entire fleet, with equipments, and provisioned and coaled for eighty days, cost something less than \$300,000.

It left here in the latter part of May, 1862, passed the batteries at Fort Pillow on the 4th of June, and was at Memphis on the morning of the 6th of June, and participated in the battle before that place on that day. The result of that battle was a great triumph for the rams, and fully came up to the expectations of Colonel Ellet and the Government.

A portion of the fleet had arrived early that morning, and landed about a mile above the city. The rebel vessels were opposite the city, and the United States naval vessels were just above them when the first intimation which Colonel Ellet had that a battle was coming off that morning was from the firing of a gun from one of the rebel boats, the ball passing over the points of land above, and striking the water near the flagship of the Ram Fleet.

Colonel Ellet immediately ordered the four side-wheel boats of his fleet into the battle; he led the way with the *Queen of the West*, the other three boats to follow, each a half mile behind the other, and to depend upon their capacity for destroying the enemy's boats by ramming, none of the Ram Fleet being provided with guns.

The *Monarch*, under the command of Lieutenant-Colonel Alfred W. Ellet, followed the *Queen of the West* at the distance ordered. The other two boats did not join in the fight, one from being disabled in her steering apparatus, and the other from not properly understanding the orders. The *Monarch* and *Queen of the West* sunk four of the enemy's boats and ran the fifth ashore, where she was taken by the navy. The battle lasted but little over an hour.

The whole fleet of the enemy was scattered and destroyed, and the American flag hoisted on the city that morning. No person was killed on either of the rams, and but one wounded. That was the brave and lamented Colonel Charles Ellet, jr., the commander of the fleet, who was wounded by a pistol shot in the knee, which caused his death some two weeks after the battle.

In his death the country lost a brave and valuable officer. The naval boats at Memphis participated in this battle, and did good service, but I think it is generally conceded that it was the Ram Fleet which insured the success and destroyed nearly all of the boats of the enemy.

Colonel Charles Ellet was obliged to leave the fleet a few days after the battle, in consequence of the severity of his wound. He started up the river with the intention of coming to this place and staying until his wound was sufficiently healed to enable him to resume the command, and died at Cairo on the 21st of June, 1862. He was succeeded in the command by Lieutenant-Colonel Alfred W. Ellet.

After the battle of Memphis it was thought desirable to furnish the rams with cannon to enable them to attack the batteries of the enemy on the river and otherwise to annoy them, where it would be impracticable to use the boats as rams.

Having got their guns aboard, they started down the Mississippi about the 18th of June, in advance of any other boats. On this trip

two or three of the enemy's boats were captured and an equal number destroyed.

During that summer the fleet was constantly employed in annoying the enemy, destroying their boats and property, and driving off bands of guerrillas. In the fall of that year the rebel ironclad *Arkansas*, which had been lying in one of the small rivers above Vicksburg, ran down past the entire naval and Ram Fleet and came in under the batteries in front of Vicksburg.

On consultation with the naval commander, Commodore Davis, it was agreed that Colonel A. W. Ellet should go down on the *Queen of the West* and destroy the *Arkansas* by ramming her, two of the naval ironclads to accompany him, to attack the batteries on shore while the *Queen* should destroy the *Arkansas*.

At the time agreed upon Colonel Ellet started with the ram *Queen of the West* to do the work. From some cause, not satisfactorily explained, the ironclads did not accompany her, and she went down alone, with all the batteries firing upon her, and ran into the *Arkansas*, but owing to the eddy in the river at that point carrying the *Queen* too far around, she struck her a glancing blow, and failed to sink her, but so deranged her machinery as to disable her, and was the means of her destruction a day or two after.

The *Queen of the West* returned again past the batteries up to the fleet, having received some thirty of the balls from the rebel cannon, which passed through her hull, cabin, and chimneys, but without killing a man.

When we consider that this boat was unprotected except by a bulkhead of timber around the boilers, it is almost a miracle that she was not lost; and it reflects great credit upon the daring and bravery of Colonel Ellet and his brave crew.

Some time after this the *Queen of the West* went down again past the batteries, under the command of Colonel Charles R. Ellet, and proceeded down the Mississippi, and captured and destroyed four of the enemy's steamboats loaded with quartermaster's and commissary's stores and cotton, and then went up Red River and was captured, having got aground on a sand bar under the fire of one of the enemy's batteries. The crew were obliged to desert her to prevent being captured. She was subsequently retaken by our forces and was destroyed.

A full history of what was accomplished by this boat would make one of the most interesting features of the war. An old, ordinary steamer, stiffened up by bulkheads of timber running through her hull from stem to stern, properly braced, with her sides held together with tie bolts, and her bow filled with solid timber, to enable her to stand the shock of the crushing blows she struck, without protection except the timber protection around her boilers mentioned above, accomplished more than probably any other vessel in the service of the Government during the time; certainly more than any on the inland waters of the United States.

In March, 1863, General Grant wanted boats below the batteries at Vicksburg to transfer troops from the west to the east side of the Mississippi River. Two of the rams, the *Switzerland* and *Lancaster*, started down past the batteries; the *Switzerland* went safely past, except the loss of a steam pipe, which was shot off and which rendered her for a few days useless, until repaired.

The *Lancaster* was instantly sunk by a large ball entering her stern, which appeared to have destroyed all her bottom timbers.

The whole fleet performed efficient service, and captured and destroyed property to the amount of several millions of dollars.

In November, 1863, the Secretary of War decided upon enlarging the fleet by the addition of what was known as the Mississippi Marine Brigade.

In that month (November, 1863) I was ordered to purchase seven large steamers and fit five of them to carry each about 125 cavalry horses and men and about 250 infantry; the whole force to consist of 500 cavalry and 1,000 infantry; one boat for a supply boat for commissary's and quartermaster's stores or supplies, and one other for a hospital boat.

This fleet was called the Marine Brigade, and was put under the same command with the Ram Fleet.

The whole fleet consisted of three stern-wheel and four side-wheel steamers, in the Ram Fleet, two of the original rams, stern wheel, having been transferred to the quartermaster's department at St. Louis, as unnecessary; the Ram Fleet having seven rams, with the seven boats named above of the Marine Brigade, made in all fourteen steamers, with two steam tugs used as messenger boats.

As thus organized the fleet was used to patrol the Mississippi River to keep down guerrillas.

The boats were so constructed as to land at points infested by guerrillas and rapidly disembark their troops and pursue them into the interior.

The presence of such a fleet, so organized on the river, was a terror to such parties and did efficient service. Though a very useful organization in keeping the river free from guerrilla bands and preventing the erection of batteries, its benefits were not so apparent as those of the Ram Fleet.

The boats and outfit required for the Marine Brigade cost about \$350,000, besides the expense of the military on board.

This fleet was continued in the service until August, 1864, when the War Department thought the necessity of such an organization no longer existed, and it was mustered out of the service and the boats turned over to the quartermasters below, to be used as transports.

The above sketch is given from recollection, the time allowed for preparing it not being sufficient to allow reference to documents for a more accurate history of the fleet and its doings.

Should it be necessary to get up a more elaborate report, I will take time to get up a full statement of all the facts connected with it, together with an accurate account of all expenses incurred by the Quartermaster's Department in its equipment and continuance in the service.

Respectfully submitted.

JAMES BROOKS,
Captain and Acting Master, Chief Quartermaster
U. S. Ram Fleet and Mississippi Marine Brigade.

Brigadier-General L. B. PARSONS,
Chief of Transportation Department, St. Louis, Mo.

Report of Flag-Officer Davis, U. S. Navy, acknowledging commission as Chief of Bureau of Navigation.

FLAG-STEAMER BENTON,
Helena, August 1, 1862.

SIR: I have the honor to acknowledge the receipt of my commission as Chief of the Bureau of Navigation in the Navy, from the 17th of July, 1862, and to return to the Department the accompanying oath duly subscribed and executed.

I have the honor to be, very respectfully, your obedient servant,
C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Captain Hull, U. S. Navy, to forward weekly reports regarding progress on vessels under construction.

NAVY DEPARTMENT, August 1, 1862.

SIR: The Department desires you to transmit to it, at the end of each week, a report of the progress and condition of the several steamers building under your superintendence.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain J. B. HULL, U. S. Navy,
St. Louis, Mo.

Appointment from Flag-Officer Davis, U. S. Navy, to Romeo Friganza, as master joiner.

OFFICE OF GUNBOAT FLOTILLA,
Cairo, Ill., August 1, 1862.

SIR: You are hereby appointed master joiner and gun-carriage maker for the flotilla in the Western waters, subject to the approval of the Navy Department. Your compensation will be at the rate of \$2,000 per year.

Respectfully, your obedient servant,

C. H. DAVIS,
Commodore.

MR. ROMEO FRIGANZA,
Cairo, Ill.

Letter from Captain Maynadier, U. S. Army, to Flag-Officer Davis, U. S. Navy, regarding mortars and mortar service on the Mississippi River.

U. S. S. JUDGE TORRENCE,
Off Helena, August 2, 1862.

SIR: Agreeably to your request, I have the honor to submit the following remarks upon the mortars and mortar service upon the Mississippi River:

The mortars connected with the Mississippi Flotilla were first fired at Island No. 10, on the 16th of March, and, with the exception of

the time from June 6 to July 3, the firing was continued almost daily until the 25th of July.

At Island [No.] 10 the position was favorable, as the enemy's batteries were in sight and in good range; but the want of depth to the line of batteries made it difficult to lodge shells sufficiently near the parapets to drive out the gunners.

The effect of the shells at this place was to force the enemy to move his camps out of range and to resort to boomproof shelters in his batteries. Prisoners taken there freely acknowledged that the mortar firing was a great annoyance to the daily labors of the garrison, but the actual damage inflicted was slight.

At Fort Pillow the position was extremely unfavorable, the batteries being at long range, out of sight, and backed by clay bluffs, which caught and retained the shells. On this account most of the shells were fired with large charges over the bluff, with a view to reach the camps and storehouses in the hollow beyond; in this the success was very limited.

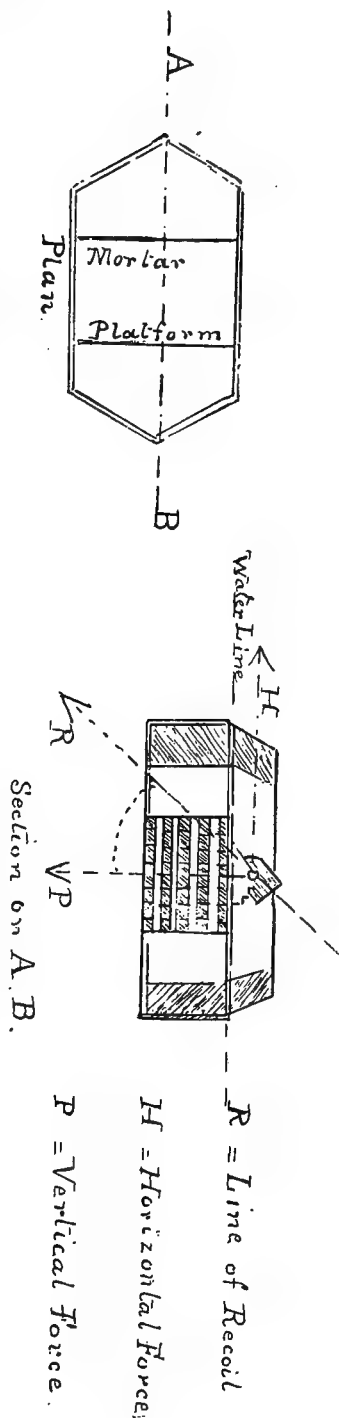
At Vicksburg the position was excellent for bombarding the town, but most of the batteries were out of range.

We have had ocular demonstration and the evidence of refugees and deserters, that the shells produced great destruction in the city.

A large portion of the shells fired into Vicksburg were loaded with combustibles, but they nearly all failed to set fire to anything.

The combustibles used were port-fires—a mixture of gunpowder, sulphur, and niter—rags saturated with linseed oil, and sponges soaked in spirits of turpentine.

In regard to their construction, the mortars and beds are all that could be required; the present plan of placing the axis of the trunnions at the center of gravity, and thereby holding the mortar at any elevation by its own weight, is far superior to the old method. The beds are strong, durable, and well adapted to easy handling.



The boats are, in nearly every respect, defective, both in design and construction. Their shape renders it almost impossible to tow them without running them under the water, whilst their construction is, as I shall endeavor to show, very badly adapted to resisting the effects of firing. The annexed diagram will serve to illustrate their shape.

From these diagrams it will be seen that they are flat-bottomed, rectangular, with a pointed bow and stern, and vertical sides, thus offering very great resistance to the water whilst being towed.

About one-third of the boat at the center is built of layers of logs at right angles to each other, forming a solid pile of timber, on which the mortar rests. This pile with the mortar and bed weighs about 26,000 pounds, which is a constant load on the middle of the boat, and has a tendency to spring the boat downward in the middle.

Whenever the mortar is fired the recoil is transmitted in two directions, and, as the elevation is uniformly 45° , one component of the force of the recoil will be horizontal and the other vertical, and each will be one-half of the whole recoil.

By computation, the vertical component "P" is about 100,000 pounds, whereby a sudden weight or shock of 20 tons is added to the 13 tons already weighing down the middle of the boat.

This causes the middle to settle, the ends to rise, and opens the seams and the boats fill with water. This has been uniformly the case, and always, after two or three shots, the boats must be pumped out. The buoyancy of the solid timber prevents them from sinking.

These defects can be remedied by adding to the bow and stern a crib, which will give them a slant upward and make their shape similar to that of the coal barges in use on the river, which are towed with perfect ease. For the other, it will be necessary to distribute the weight over the whole bottom of the boat by a system of braces and ties similar to those in a bridge-trap, and to stiffen the side timbers; it would be an advantage, also, to put the bottom planks on lengthwise.

I am requested to give my opinion upon the question whether the advantages arising from the use of the mortars on the river have been commensurate with the labor, risk, and expense involved in using them. I have already given a brief account of what the mortars have done, and this is to be compared with the cost of doing it.

I think that I may claim that the mortars were served as accurately and rapidly as they could be, and, from what I will deduce, that as much has been done as can be under similar circumstances. Laying aside the original cost, we have to deal with the expense of pay of officers and crews and their subsistence charter of towboats and cost of ammunition, which amounts to a very considerable sum, in an extended campaign. I think \$2,000 a day a fair estimate of the cost of the present sixteen mortars and crews, exclusive of ammunition. Each shot costs \$15, and thousands can be fired away in a very short time. Our expenditure of shells amounts to 8,000, and the firing has generally been slow.

The conclusion to which I come, therefore, is, that, whilst the mortars have contributed as much as was in their power or could be expected of them toward the result of the campaign, still their services have not been near equal to their cost.

There are very few places on the Mississippi where mortars can be effectually used, and here, as elsewhere, they are serviceable and valuable only against large cities and enclosed works.

Very respectfully, your obedient servant,

HENRY E. MAYNADIER,

Captain, U. S. Infantry, Commanding Mortars.

Flag-Officer C. H. DAVIS,

Commanding Western Flotilla.

Order of Flag-Officer Davis, U. S. Navy, to Constructor Hartt, U. S. Navy, suggesting the use of ferryboats as police vessels.

FLAG-STEAMER BENTON,

Helena, August 3, 1862.

SIR: I am directed by the flag-officer in his absence to reply to your letter of the 20th ultimo, and to inform you that the light drafts which you propose to fit up at Pittsburg for service as police vessels are probably not as well suited for the purpose as a class of ferryboats, which can be procured on the upper Mississippi and at a less expense than that named in your letter. He probably will communicate with you further upon this subject.

Very respectfully, your obedient servant,

S. L. PHELPS,

Captain, for Flag-Officer.

E. HARTT, Esq.,

Naval Constructor, U. S. Navy, Pittsburg, Pa.

Letter from Flag-Officer Davis, U. S. Navy, to Captain Phelps, U. S. Navy, announcing his departure for Cairo, with Brigadier-General Curtis, U. S. Army.

FLAG-STEAMER BENTON,

Helena, August 3, 1862.

SIR: General Curtis and myself go to Cairo to-day for the purpose of placing ourselves in closer communication with the Government. Commander Dove, of the *Louisville*, has been detailed to accompany the military expedition to White River.

My flag will continue to fly on board this ship, from which will originate the details of duty of the squadron as usual.

Very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Captain S. L. PHELPS, U. S. Navy,

Commanding Flagship Benton, Helena, Ark

Order of Fleet Captain Phelps, U. S. Navy, to Commander Winslow, U. S. Navy, regarding coal.

FLAG-STEAMER BENTON,
Helena, August 4, 1862.

SIR: By direction of the flag-officer, I send the *Hammitt* up to-day to Memphis for coal. It is essential that it should be got down here with all possible dispatch.

If there is sufficient coal at Memphis, be pleased to send down by her three barges. Let her bring at least one barge if no more can be spared, and in this event it will be necessary to send a further supply at the earliest opportunity.

If Mr. Goss, White River pilot, has not already left Memphis, please send him down by the *Hammit*, as we need his services. If the *Hammit* can turn back immediately, she will return in time for our operations to-morrow.

Very respectfully, your obedient servant,

S. L. PHELPS,
Fleet Captain.

Commander JNO. A. WINSLOW, U. S. Navy,
Commanding Gunboat St. Louis, Memphis, Tenn.

Joint expedition from Helena to mouth of White River, Ark., August 5 to 8, 1862.

Report of Lieutenant-Commander Phelps, U. S. Navy, commanding U. S. S. Benton.

U. S. FLAG-STEAMER BENTON,
Helena, August 5, 1862.

MY DEAR SIR: To-day General Steele informs me that the force destined for White River is detailed. I will leave with the *Louisville* at dusk this evening. I shall escort this force to the mouth of the river with the *Benton* and *Bragg*. Colonel Ellet will take down the *Switzerland* and *Monarch*. The ram coming up from picket duty below this point reports having heard of the *Arkansas* as far up as the mouth of White River. While I place little reliance on this report, I do not deem it prudent to let the *Louisville* go down alone. A flag of truce has been to-day forced up to the very headquarters of this army, coming out of the Arkansas and up the Mississippi all the way by water. There are evidences that the enemy in considerable force is hovering about the vicinity. These considerations render it desirable to have a movement on the river to show that any attempt at crossing forces or supplies, or any move of the *Arkansas*, like an attempt at a raid upon our camps, would be likely to meet with opposition. We will go down as far as Napoleon and return at once.

Captain Gwin will remain in command here, and, if circumstances shall operate to detain us down the river, the *Mound City* will be ready to escort you down. Certain considerations, which I will explain verbally, have induced me to take the *Bragg*, though it would have been considerate to have left her for you on arrival.

One of Colonel Ellet's rams will remain at the mouth of White River until the force returns.

S. L. PHELPS,
Lieutenant, Commanding.

Flag-Officer CHARLES H. DAVIS, U. S. Navy,
Commanding Naval Forces, Western Waters.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding proposed attack upon battery at Robinsonville.

FLAG-STEAMER BENTON,
Helena, August 5, 1862.

SIR: Since writing my letter of this date, I have received information of a battery of seven fieldpieces on the river at Robinson's [Robinsonville] Landing. Colonel Hovey, commanding brigade 20 miles below this point, proposes to put part of his force on transports for the purpose of capturing this battery, and I shall take the *Mound City* in addition to the force proposed to act in conjunction with Colonel Hovey, so that the expedition to White River may not be detained.

As soon as that duty is accomplished, the *Mound City* will return to this place, Robinson's [Robinsonville] Landing being only some 40 miles below here.

Respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant, Commanding.

Flag-Officer C. H. DAVIS,
Commanding U. S. Naval Forces, Western Waters.

Report of Colonel Shepard, commanding Third Missouri Infantry.

HELENA, ARK., August 8, 1862.

SIR: I have the honor to report to you the execution of an order received the 5th instant to proceed on an expedition down the river.

After reporting for instructions, as directed, to the flag-officer pro tem., Captain Phelps, of the gunboat *Benton*, I went on board the steamer *Iatan* with five companies of my regiment, while Lieutenant-Colonel Bischoff embarked on the *White Cloud* with the remainder. A gunboat fleet, consisting of the *Benton*, flagship, Captain Phelps; the *Louisville*, Captain Dove, and the *Mound City*, Captain Gwin, together with the rams *Bragg*, *Switzerland*, and *Monarch*, formed the escort.

At 10:30 p. m. the signal was given, and the fleet was soon underway, except the *White Cloud*, which was detained until daylight in taking in coal. We reached Old Town at 3 a. m., where we anchored for two hours, while a large portion of the gunboats proceeded down the river in cooperation with Colonel Hovey, of the Thirty-third Illinois, in some subordinate enterprise. At 5 a. m. the *Mound City* steamed up the river and left us, while the boats at anchor moved down 6 miles, joining the entire fleet, and all waited for the *White*

Cloud to come forward, as she had not yet appeared. About 10 o'clock she hove in sight, and the entire fleet proceeded without interruption to the mouth of White River, reaching it about 6 o'clock.

There were no suspicious indications on either bank for the entire distance, except perhaps three horsemen observed at different points, who may have been scouts of the enemy. These men were upon the Arkansas shore; besides them but few persons were seen, and these all negroes. At the mouth of the river the fleet anchored, and Captains Phelps and Dove came on board the *Iatan* for consultation. It was determined that the *Louisville* and transports should proceed cautiously up the White River, while the remainder of the force dropped down to Napoleon. Accordingly, the boats indicated entered the mouth of the latter river and proceeded carefully for 3 miles to Montgomery's Cut-off, when the *Louisville* grounded, and was only got off the bar after an hour or more.

Captain Dove again boarded the *Iatan*, and was decided in his opinion that the river was so low that any farther advance would be at the extreme hazard of his vessel, and we therefore returned to our anchorage outside the mouth of the river and waited the return of the flagship and her attendants.

The only observation in White River of any note was that it had fallen 3 feet within the last two weeks. A fleet of eight flatboats left at that time near the Cut-off by Captain Weaver had all been removed. At the northerly apex of the shore at the mouth of the river a roadway appeared recently to have been cut through the dense woods, as the fresh appearance of the stumps indicated. At 2 a. m. of the 7th the returning fleet signaled us. At 3 all were underway up the river. Daylight showed the same quiet appearance along the shore as in the downward passage, except that a much larger concourse of negroes was witnessed and here and there a flatboat could be seen on the shores of the bayous.

Twenty-eight miles above the mouth of the White River, at Relief Station, I ordered at noon time a delay of the transports till the gunboats came up, and I sent a yawl ashore for an intelligent-looking negro to come off on board for examination. From him I learned that no body of soldiers had crossed at this point for several weeks; that families from Arkansas occasionally passed the Mississippi, bound south, and such occurrences happened quite frequently; that within a day or two three soldiers had come from the Mississippi side, as he expressed it, "sick ob de war," and one was then sick at a house in sight; but that most of the people had gone to the "secesh" Army some time ago. I could not discover that he had heard of any movement on the river either above or below, nor of any rumors of any either past or meditated. While this conversation was going on a large crowd of colored persons had gathered on the river bank, and sending this man back I went ashore and talked with several others aside, who agreed very remarkably with the first statement made me. Learning that there was a musket in the house referred to, I sent my adjutant with a file of soldiers to secure it and make personal observations. He found a young man there, apparently ill, who professed to have come from Kentucky, but not to be a soldier, and to know nothing of the whereabouts of troops. The musket proved to be loaded with ball, and a cap (evidently a Confederate officer's) was found, both of which were brought away. The family professed to be strangers

to the young man, but some inconsistency in statements led me to believe this deceptive. I did not deem it best to make any arrest. I think it my duty to suggest that at this point, Relief Station, it seems to me wise to locate some force. It is a fine location for a camp. Directly across the channel is Island No. 64, of good size and easily crossed by troops. The channel here is not more than 300 yards wide, and beyond the island to the Mississippi shore is another of about the same width. Hence the passage in flatboats can easily be effected with very little drifting, and the place would naturally be selected for such purposes. Then, $2\frac{1}{2}$ miles in rear of the landing the main road from White River to Old Town passes, and is therefore a very accessible point. The country in the vicinity I learned was rich and rather densely settled.

At 2 p. m. the fleet reached us, and joining it we proceeded up the river, arriving at Helena at daylight this morning.

But a single casualty occurred on the trip. On the night of the 5th, Private McFadden, Company D, was lost. He slept near the rail on the forward deck, and starting from his sleep was seen to lose his balance and fall overboard, probably in a state of somnambulism, to which he was subject. The boat rounded to, and search was made for him, but without success.

I can not justly dismiss this report without honorably mentioning the officers of the fleet, both the gunboats and transports. They exhibited a high degree of courtesy and devotion to the service, cooperating in all my suggestions very heartily.

I. F. SHEPARD,
Colonel Third Missouri Infantry,
Commanding River Expedition.

Colonel F. HASSENDEUBEL,
Commanding First Brigade, etc.

Order of Fleet Captain Phelps, U. S. Navy, to Commander Pennock, U. S. Navy, regarding supplies of ice and vegetables.

FLAG-STEAMER BENTON,
Helena, August 5, 1862.

SIR: I dispatch the *Wilson* to Cairo for the purpose of bringing down ice and vegetables for the squadron. The supply of ice now on hand will last only five or six days. We have not vegetables for two days' issue, and none can be procured here, while scurvy is making its appearance among the crews of the vessels, and the amount of fever cases has not diminished.

It will be necessary to make all dispatch in sending the *Wilson* back with the ice and vegetables, for the numerous sick of the squadron will suffer for the want of them.

I have procured two barges of coal from Memphis; this supply will last only a few days.

As soon as coaled the steamer *Swallow* will leave for Cairo.

The flag-officer directs that another suitable steamer shall be procured at once to supply the place of the *Swallow*, as she is in a sinking condition and we have great difficulty in keeping her afloat.

Until the other boat shall have arrived the squadron will be without the means of making repairs, where heavy iron is used, for want of suitable forges.

The contrabands on board the *Swallow*, sent with her to keep her afloat, had better be returned to the squadron in the new workshop.

The *Swallow* is in charge of Third Master Marsh, superintendent of the workmen.

Very respectfully, etc.,

S. L. PHELPS,
Fleet Captain.

Commander PENNOCK, U. S. Navy,
Cairo, Ill.

[Telegram.]

CAIRO, ILL., August 5, 1862—11 a. m.

(Received 1:05 p. m.)

I am here with General Curtis to communicate with the Department upon plans of joint operations between the general and myself. General Curtis will communicate our views to the Secretary of War.

C. H. DAVIS,
Flag-Officer.

HON. GIDEON WELLES,
Secretary Navy.

[Telegram.]

CAIRO, ILL., August 6, 1862—7 p. m.

The navy has abandoned Vicksburg and the fleet of Commodore Davis has united with my force at Helena. This leaves the Arkansas again in the power of the enemy's gunboats, and may allow Hindman to finish his conscription. Commodore Davis is here. He concurs with me in the ability of our gunboats to go up White River, but such a move is inexpedient while the enemy seems to have power to command the mouth of the river. You perceive a wagon movement (which, as you ordered, I immediately commenced) can only extend to White River. It will probably return. Our Missouri friend erroneously apprehended the advance of Price. Your order, I infer, was given supposing our fleet held the mouths of the Arkansas and White rivers, and that gunboats could not go up the White River, both of which facts do not now exist. To go to Little Rock, you perceive, is not necessary, and I do assure you, with my train at this season of the year, it is not immediately possible.

To explain: Forage is quite exhausted. Wagons need horses and horses need shoes; all of which I am trying to remedy as fast as possible. But the clearing of the Mississippi seems a first necessity, for, when I leave the river with most of my force, the gunboats, I think, will not keep the river open, and my supplies will be immediately cut off, as the supplies to the gunboats at Vicksburg were cut off. Opening the Mississippi is therefore a condition precedent. If my requisition for boats had been met by the quartermaster, instead of delaying to disprove what I know to be a fact in regard to White

River navigation, my mobility would be different. Boats are now being obtained. Commodore Davis concurs in the idea of converting ferryboats into a sort of gunboat, and is trying to strengthen his force also by adopting them. I present, therefore, that General Grant and myself should unite with the navy in a new effort to scatter the batteries that have been erected below, and destroy the gunboats and rams of the enemy that now threaten to embarrass all our operations besides on the river. Besides, a complete control of the Mississippi is disastrous to the enemy. Commodore Davis is here, hardly [heartily?] ready to act with me. There was sad want of unity in the last effort off Vicksburg. The hopes of the West float on the Mississippi, and all my hope of reducing Arkansas and supporting Missouri depend on this river. By bringing out the gunboats and rams and ferryboats, and taking a large force on transport boats, conveniently arranged for landing the troops, it seems to me the matter can be quickly accomplished. The transports shall be paid little or nothing, for what are they worth if the river is blockaded? I shall, with your consent, fortify Helena. My force, as you see, is about 18,000 strong. It is in good heart and condition, but all my generals concurred with me in the necessity of establishing our power on the river and before we depart beyond supporting distance of the fleet, which does not feel safe without our cooperation.

In any and all ways, however, we are your obedient and faithful soldiers,

SAMUEL R. CURTIS,
Major-General.

Major-General HALLECK,
General-in-Chief.

Order of Commodore Davis, U. S. Navy, to Lieutenant Thompson, U. S. Navy, commanding U. S. S. Pittsburg, to proceed to Helena, Ark., without delay.

U. S. NAVAL DEPOT,
Cairo, Ill., August 6, 1862.

SIR: As soon as the *Pittsburg* is ready for service you will proceed to Helena, Ark., and report to the commanding officer afloat there with as much dispatch as is consistent with the following service:

On your way down the river you will please destroy all the flat-boats, barges, skiffs, towboats, and ferryboats that you may meet with, unless you are satisfied that they belong to Union people and have not been employed in the service of the rebels.

If you are fired into, you will inflict the most summary chastisement upon the guilty parties, and destroy the houses and property in the vicinity if perfectly accessible and convenient.

You will show these orders to Captain Winslow at Memphis and explain to him that the *Pittsburg* is not to be detailed, and that her presence is now peremptorily required at Helena.

Very respectfully, your obedient servant,

C. H. DAVIS,
Commodore, Commanding Western Flotilla.

Lieutenant Commanding EGBERT THOMPSON,
Commanding Pittsburg.

[Telegram.]

NAVY DEPARTMENT, *August 7, 1862.*

Have the Cincinnati boat prepared and armed at the most convenient place. If sent to Cairo, Flag-Officer Davis will probably afford a gunboat to protect her.

GIDEON WELLES,
Secretary of the Navy.

Captain J. B. HULL,
St. Louis, Mo.

Letter from Captain Hull, U. S. Navy, to Joseph Brown, esq., regarding the station of the U. S. S. Chillicothe.

NEW ALBANY, IND., *August 8, 1862.*

SIR: Thinking it unsafe, under the present circumstances of rumors of rebel movements in Kentucky, to remove the gunboat *Chillicothe* below this place after her arrival here, I deem it proper to direct you to detain her here until you hear from me after my return to St. Louis.

Very respectfully,

J. B. HULL,
Captain, Superintending.

JOSEPH BROWN, Esq.

Report of Commodore Davis, U. S. Navy, referring to proposed cooperation with the army forces.

U. S. NAVAL DEPOT,
Cairo, August 8, 1862.

SIR: I have the honor to acknowledge the receipt of your dispatch of the 2d instant.

Since that dispatch was written the Department will have received my several communications informing it of the attacks upon the *Arkansas* and their results; of the retirement from before Vicksburg of Rear-Admiral Farragut and Brigadier-General Williams; and of my falling back upon Helena, together with the reasons and motives for taking this step.

Upon interchanging views with General Curtis at Helena, I found, with pleasure, that he entertained the same opinions as myself on the importance of cooperation between the forces under his command and the gunboat flotilla, and on the proper objects of this cooperation, and I acceded to his request to accompany him to this place to confer with the Government.

I hope also by my presence here to hasten the work of construction and repair on the new and old gunboats.

I am not so unprepared for the vicissitudes of war as to look always for victory; neither do I desire to escape from the responsibilities of my position. But I take the liberty to say that if the Department will continue to extend toward me its confidence I have

no doubt that, when I have collected my means and matured my plans, it will be satisfied with my efforts if not with my success.

Very respectfully, your most obedient servant,

C. H. DAVIS, *Commodore*.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Flag-Officer Davis, U. S. Navy, regarding enlistment of recruits.

NAVY DEPARTMENT, August 8, 1862.

SIR: As it is likely the order for drafting will cause more persons to enlist in the Navy than would otherwise do so, you will advertise for recruits and authorize the officers under your command to receive all proper persons who may present themselves for enlistment.

Shipping articles and enlistment blanks will be sent you to-day, which you will cause to be forwarded to this Department monthly and weekly as are respectively directed on each.

Very respectfully, etc.,

GIDEON WELLES.

Captain CHARLES H. DAVIS,

Commanding, etc., Cairo, Ill.

Order of Flag-Officer Davis, U. S. Navy, to Lieutenant-Commander Prichett, U. S. Navy, regarding transfer of command.

U. S. NAVAL DEPOT,
Cairo, August 11, 1862.

SIR: You are hereby detached from the U. S. receiving vessel *Clara Dolsen*, and ordered to report to Commander and Fleet Captain Pen-nock for duty as lieutenant commanding U. S. gunboat *Tyler*.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer.

Lieutenant-Commander J. M. PRICHETT, U. S. Navy.

Report of a board of officers appointed to examine the condition of certain mortar boats.

U. S. GUNBOAT LOUISVILLE,
Helena, Ark., August 11, 1862.

SIR: In obedience to the order of Flag-Officer Davis, communicated in your letter of yesterday, we have carefully examined mortar boats Nos. 7, 36, 22, 38, 9, and 23, and have to report their condition as follows:

They are all water-logged, and the spaces left for the magazines are filled with water. Nos. 36 and 9 have their decks also half overflowed. No. 23 does not stand the shock of a discharge of the mortar; in fact, there seems to be such a defect in their plan and construction that we do not hesitate to condemn them as unfit for further service.

The mortars and their carriages are still almost perfect, although some of them have been fired so often. We recommend them to be removed as soon as possible from their present floating position.

The term "mortar boats," applied to the contrivance on which they now stand, is a misnomer. It seems to be defective in form and construction, and if they are not soon removed there will be danger of the mortars being lost. We therefore recommend their being carefully towed up to Memphis and landed. The sheet-iron bulwarks may be applied to some other purpose, as well as their tackle; the "boats" themselves might be broken up or sold.

Very respectfully, your obedient servants,

BENJAMIN M. DOVE, *Commander.*

BYRON WILSON, *Lieutenant, Commanding.*

R. SHERMAN, *Acting Gunner, U. S. Navy.*

Lieutenant Commanding S. L. PHELPS,

Acting Fleet Captain, Flagship Benton.

Letter from Abram Cook, esq., to Flag-Officer Davis, U. S. Navy, regarding apparatus for destruction of Confederate gunboats.

DAVENPORT, IOWA, August 11, 1862.

SIR: In all the accounts I have seen of the engagement with the rebel gunboat *Arkansas* she is shot-proof to shot, shell, and ram gunboat. I will promise to destroy the *Arkansas* or any other rebel gunboat on the Mississippi River, or on the Southern coast, if you will accept this offer and send me a pass to any named place. I will come and show you or your agent the drawings of the apparatus and the mode of applying it to a gunboat, and I will volunteer my service to the Government to construct and operate the apparatus gratis.

N. B.—Please answer this soon [as] convenient.

Your most obedient servant,

ABRAM COOK.

Flag-Officer C. H. DAVIS,

Commander, etc.

[Telegram.]

ST. LOUIS, MO., August 12, 1862.

There are two good new boats here, such as you require, which I have decided to purchase. They draw 18 and 20 inches, light draft. Please inform me if this meets your wishes, and if you wish them prepared according to the plan proposed in the letter of Mr. Hartt, or otherwise, and how soon will they be required for service.

J. B. HULL,

Commodore, Superintending.

Flag-Officer DAVIS,

Cairo.

Letter from Commodore Hull, U. S. Navy, to Joseph Brown, esq., regarding vessels under construction at Cincinnati, Ohio, and New Albany, Ind.

ST. LOUIS, MO., August 13, 1862.

SIR: I have received an invoice of the guns and other articles for the boats at Cincinnati and New Albany. When they arrive I desire you to have them placed where they will be most safe, until they can be put on board their respective boats.

Those for the *Chillicothe* I wish put in their places as soon as it can be done. If you wish any directions from Mr. Hartt about fitting them, please let him know soon.

The boat will be kept at New Albany until further instructions from me.

I am, very respectfully, yours,

J. B. HULL,
Commodore, Superintending.

JOSEPH BROWN, Esq.,
New Albany, Ind.

Report of Commodore Hull, U. S. Navy, regarding condition of vessels under construction.

ST. LOUIS, MO., August 12, 1862.

SIR: In obedience to your order of the 1st instant, I have the honor to submit the following statement of the present condition of the gunboats under my superintendence:

The *Osage* and *Neosho*, two similar and small size boats, are considerably advanced; the bottom is riveted except at the bow, the bulkheads in place as far as can yet be done, and the side frame about half in place. The men are now at work on this part of these boats, and they are about equally advanced.

In the *Winnebago* the bottom plates are laid and riveted, and bulkhead plates are being prepared to be put in. The bottom plates are in place for the *Milwaukee*.

The two other large boats at this place have not yet been laid down.

The *Ozark*, at Mound City, is in frame and considerable progress has been made in her planking, and in placing the keelsons, clamps, and beams. The work is progressing very well.

In my visit to Cincinnati I found the *Chillicothe* nearly ready to be removed to New Albany for the purpose of putting on the side plating. In other respects she is nearly ready for equipment for service. She is a fine vessel and the work is well done throughout. She has by this time reached New Albany.

The *Indianola*, also at Cincinnati, is far advanced. The deck is laid and the casemate formed; the engines and boilers in place, and the work is progressing very well and is well done.

At New Albany the hull of the *Tuscomb* is nearly done. They are now placing the boilers, putting up inside bulkheads and partitions for the different apartments and preparing to lay the deck. The work is being well done.

On the boats at Pittsburg I hear that little progress has been made, owing to some delay in supplying the iron from the mills.

As I can not have a very satisfactory knowledge of the progress and condition of the work at the distant places without occasional visits, I desire to be informed if I may use my discretion in making personal inspection.

I am, with great respect, your obedient servant,

J. B. HULL,

Commodore, Superintending.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Telegram.]

CAIRO, August 12, 1862—9 p. m.

(Received 13th, 9.45 a. m.)

We are shipping men at Cincinnati, Olney, Chicago, and St. Louis for one year, expressly for the Western Flotilla. By an order Rear-Admiral Foote directed that every man in the flotilla below the rate of petty officer should receive \$18 per month. I refer you to him for further information on this subject. I shall continue to ship men under the same terms until otherwise ordered by the Department. All the men in the flotilla are paid at this rate, and any reduction would interrupt shipping.

C. H. DAVIS,

Commanding.

Hon. GIDEON WELLES.

Order of Commodore Davis, U. S. Navy, to Commodore Hull, U. S. Navy, urging the need of steamers fitting out for service in the small rivers.

U. S. NAVAL DEPOT,

Cairo, August 15, 1862.

SIR: I have had a long conversation with Mr. Hartt this morning upon the manner of fitting the steamers purchased by you for service in the small rivers. I have fully explained to him the plan we have adopted to adapt these vessels to the particular duty on which they are to be employed.

He leaves me satisfied that he possesses all the information I can give him on the subject, and it only remains for me to say that these vessels are very much wanted at the present moment to aid in the suppression of the guerrilla warfare now raging on the Upper Ohio and Tennessee.

Very respectfully,

C. H. DAVIS,

Commodore, Commanding Western Flotilla.

Commodore J. B. HULL,

St. Louis, Mo.

Instructions from Commodore Davis, U. S. Navy, to Commodore Hull, U. S. Navy, regarding steamers for service in the Upper Ohio and Tennessee rivers.

U. S. NAVAL DEPOT,
Cairo, August 15, 1862.

SIR: Quartermaster George D. Wise, who goes to St. Louis this evening, will deliver you this letter in person.

I have requested him to confer with you upon the purchase of two steamers of light draft and suitable dimensions, to assist in the protection of the Upper Ohio and Tennessee rivers.

I have given my ideas so fully on the qualities of these steamers, in all respects, that I do not think it necessary to add anything in writing.

If you and Captain Wise should agree on the selection of these steamers, and you are authorized to purchase them for the Government, under my sanction or otherwise, it will render valuable aid to the public service by helping to provide the means for restraining the excesses of the bands of guerrillas now prowling upon the banks of these two rivers.

Captain Pennock has the plans for strengthening and protecting these vessels in a manner suited to the service in view, and therefore, if they are purchased, you will advance the public interest by sending them here with all convenient dispatch.

In my opinion these vessels should not cost more than \$10,000 each as they stand, without the removal of anything belonging to them whatever.

Very respectfully, your obedient servant,

C. H. DAVIS,
Commodore, Commanding Western Flotilla.

Captain JOSEPH B. HULL, U. S. Navy,
St. Louis, Mo.

[Telegram.]

CORINTH, MISS., August 16, 1862—2 p. m.

Colonel Sheridan, with three regiments of cavalry, made a forced reconnoissance on the enemy's lines, extending from near Carrollville and approaching within 6 miles of Guntown, but found no water from the time he left until he returned to Rienzi. Brought back from Butternut 300 head of animals—good mules, fair horses, cattle, a lot of contrabands, and the Mobile Advertiser of the 12th. This paper has very late news from New Orleans and Baton Rouge. Lieutenant Read, of the *Arkansas*, reports to Mobile Register that the *Arkansas* went down to cooperate with General Breckinridge in his attack on Baton Rouge and arrived in afternoon; engines gave out in the fight in the morning; Commodore Porter attacked her with the *Essex*, when she ran ashore, was set on fire and deserted, and blew up an hour afterwards. Advertiser further states that the New Orleans Delta, of the 12th, claims great Federal victory; Lovell killed and General Breckinridge lost an arm; two exclamation points. No

contradiction. Says large Federal reinforcements gone from New Orleans to Baton Rouge. Federals expect to save entire army.

W. S. ROSECRANS,
Brigadier-General.

Major-General H. W. HALLECK.

Letter from the Secretary of the Navy to Commodore Davis, U. S. Navy, assuring him of the confidence of the Department.

NAVY DEPARTMENT, August 16, 1862.

SIR: I have received your communication dated the 8th instant.

Rest assured that you have the confidence of the Department, and it has no doubt you will continue to deserve it.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore CHARLES H. DAVIS.

Order of Commodore Davis, U. S. Navy, to Lieutenant-Commander Shirk, U. S. Navy, to rejoin the squadron at Helena, Ark.

U. S. NAVAL DEPOT,
Cairo, August 16, 1862.

SIR: I wish you to make the best of your way in the *Lexington* to Helena, where you will rejoin the squadron and wait for further orders.

Having on board the mails and Quartermaster Winslow, whose presence is of the utmost importance at General Curtis's headquarters, you will avoid all unnecessary delays.

Very respectfully, your obedient servant,

C. H. DAVIS,
Commodore, Commanding Western Flotilla.

Lieutenant-Commander J. W. SHIRK,
Commanding Lexington.

Combined expedition from Helena, Ark., down the Mississippi and up the Yazoo, including the capture of Confederate steamer Fairplay, August 16-27, 1862.

[Telegram.]

CAIRO, ILL., August 26, 1862—9:30 p. m.

(Received 27th, 10:30 a. m.)

The combined naval and military operation planned between General Curtis and myself before leaving Helena has returned to the latter place, having accomplished its work with great success.

The rebel transport *Fairplay* has been captured, containing 1,200 new Enfield rifles, 4,000 new muskets, with accouterments complete, a

large quantity of fixed ammunition, 4 field guns, mountain howitzers, and small arms. Colonel Woods landed and captured the encampment of the Thirty-first Louisiana Regiment, with arms, the enemy flying before him.

He captured another camp with tents, baggage, and provisions, burning the depot and eight cars, and destroying the telegraph. The combined expedition proceeded up the Yazoo, where it captured a battery consisting of 64-pounder, 42-pounder, and 32-pounder guns, and 24 and 12 pounder fieldpieces, with 7,000 pounds of powder, 1,000 shell, shot, and grape. Colonel Woods dispersed the rebel forces in several places. Will send further particulars by mail to-morrow.

C. H. DAVIS,
Commodore.

HON. GIDEON WELLES,
Secretary Navy.

Report of Commodore Davis, U. S. Navy, transmitting reports.

OFFICE U. S. GUNBOAT FLOTILLA,
Cairo, August 27, 1862.

SIR: Your dispatch of the 21st instant, transmitting a copy of a letter from General Curtis to the commander-in-chief, with the endorsement of the latter, has been received.

The telegraphic communication I had the honor to transmit to the Department last night, and the enclosed reports, will satisfy the Department that I have not lost sight of my duty of keeping the Mississippi open, even to Vicksburg, and of destroying the enemy's means of transportation across the river.

The Department may rely upon the vigilance and activity of the squadron under my command in carrying out its orders and expectations in this respect.

I am under the impression that the most perfect harmony of purpose and of cooperation exists between the Army and myself. We have already planned expeditions to White River and to the Lower Mississippi, of which last the enclosed reports contain the results, and if I were furnished with the remainder of the small vessels asked for we should now be in the St. Francis, White, and Arkansas rivers, suppressing and chastising the guerrillas. Having men and arms, I can not but urge that these vessels be placed at my disposal as soon as possible.

I am fully sensible of the importance of a cordial, zealous, and active cooperation between the Army and Navy in this field of labor, and nothing shall be wanting on my part to secure it.

I go down the river in the *Eastport* to-day, conveying the prisoners who are to be delivered or exchanged, as requested by the military authorities.

May I ask of the Department the favor to publish Lieutenant-Commander Phelps' report?

Very respectfully, your most obedient servant,

C. H. DAVIS,

Commodore, Comdg. U. S. Naval Forces on Western Waters.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Phelps, U. S. Navy.

U. S. FLAG-STEAMER BENTON,
Greenville, Miss., August 23, 1862.

SIR: On the 16th instant I left Helena, Ark., with this vessel, the *Mound City*, Lieutenant-Commander Gwin, and *General Bragg*, Lieutenant Commanding Bishop, accompanied by the rams *Switzerland*, *Monarch*, *Sampson*, and *Lioness*, under Colonel Ellet, and a land force commanded by Colonel Woods, commanding Second Brigade, Third Division, Army of the Southwest, composed of two regiments infantry, Fifty-eighth and Seventy-sixth Ohio; 100 cavalry, Lieutenant-Colonel Bowen; and a section of artillery, light.

At 2 a. m., the 18th, surprised and captured the rebel transport *Fairplay*, while lying at the shore, 20 miles above Vicksburg, and about to discharge a cargo of arms and munitions of war, destined for Arkansas, consisting in part of about 1,200 new Enfield rifles and 4,000 new muskets, with accouterments complete, a large quantity of fixed ammunition for field guns, mountain howitzers, and small arms. Discovering that a rebel force was in the vicinity, Colonel Woods at once landed his force and captured the encampment of the Thirty-first Louisiana Regiment, and with it a number of arms. Pursuing the rebels who had fled toward Richmond, 9 miles distant, Colonel Woods found another hastily abandoned camp, near the railroad station for that village, where he captured some tents and baggage and a quantity of provisions. He burned the depot and eight cars and destroyed the telegraph, bringing away the instruments. He had returned early in the afternoon after a march of 18 miles in an intense heat and suffocating dust.

The camp equipage of the Thirty-first Louisiana Regiment was put on board the transports, but some 60 mules and a number of wagons could not be brought away. The fleet proceeded that evening to the mouth of the Yazoo. A flag of truce from Vicksburg, with enclosed dispatches, was received. After a reconnoissance on the following morning in the vicinity of Vicksburg, I proceeded up the Yazoo with the *Benton* and *Mound City*, the rams *Monarch*, *Lioness*, and *Sampson* in company, Colonel Ellet having received on board of each of these vessels 100 infantry under Major Dister, Fifty-eighth Ohio Regiment. At the first bluff, about 20 miles above the mouth of the river, found a considerable force in the act of erecting a battery, consisting of one 64-pounder rifled gun, two 42-pounder and one 32-pounder smoothbore guns, one 24-pounder brass howitzer, and one 12-pounder brass fieldpiece. A few shots dispersed the rebels, and we took possession of the six cannon and of about 7,000 pounds powder, 1,000 shells, shot, and grape a quantity of fixed ammunition, and a few muskets. The brass pieces were got on board the *Monarch*, but there was so much difficulty in getting the heavy guns on board, on account of shoal water, that I deemed it advisable to burst them, which was done.

The next day proceeded up the Yazoo 35 miles, to the mouth of the Big Sunflower. Both the Sunflower streams were ascended by Colonel Ellet's light rams, and in the Big Sunflower he succeeded in ascending 20 miles and to within 4 miles of steamers lying in Lake George, but the water there became too shoal for the lightest vessel. The Yazoo itself was at too low a stage to proceed farther up, and

we were compelled to descend, having, however, ascertained that if we could not reach the vessels in the Yazoo and tributaries neither could the enemy remove them for military purposes. We reached the Mississippi the 21st and started upstream, carefully seeking by the way the batteries used by the enemy in firing our transports. I directed Captain Bishop to cruise with the *General Bragg*, the *Monarch* remaining with him, near the Yazoo, to prevent the enemy using the steamer *Paul Jones* and a small ferryboat he has at Vicksburg, on the river above. Destroyed the telegraph line from Providence to Vicksburg. Found and dispersed a small force of rebels near this place. Colonel Woods' force is now on shore, making an examination. I may here add that our appearance completely surprised Vicksburg, and it was evident that for thirty-six hours troops were being hurriedly assembled for its defense, the cars arriving and leaving incessantly.

The prisoners are 2 quartermasters, ranking as captains, 1 lieutenant, and 34 privates. Second Master Thomas W. Bates, at present executive officer of this vessel, was painfully but not dangerously wounded. I beg to express my high appreciation of the hearty and zealous cooperation of all engaged in this expedition, and especially my obligations to Colonel Woods and Lieutenant-Colonel Ellet. Lieutenant-Commander Gwin was, as usual, active and untiring.

I am, sir, respectfully, your obedient servant,

S. L. PHELPS, U. S. Navy,

Lieutenant-Commander and Acting Fleet Captain.

Flag-Officer CHAS. H. DAVIS, U. S. Navy,

Commanding Naval Forces, Western Waters.

Additional report of Lieutenant-Commander Phelps, U. S. Navy.

U. S. FLAG-STEAMER BENTON,

Greenville, Miss., August 23, 1862.

SIR: I mentioned in my first report that we had dispersed a rebel force here. They were driven from rifle pits. Colonel Woods pursued them a few miles. His cavalry and light howitzers came up twice with the enemy, but he escaped with a few shots.

The troops are reembarked and we proceed up river.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant-Commander and Acting Fleet Captain.

Flag-Officer CHAS. H. DAVIS,

Commanding Naval Forces, Western Waters.

Later report of Lieutenant-Commander Phelps, U. S. Navy.

U. S. FLAG-STEAMER BENTON,

Helena, August 27, 1862.

SIR: In my last report, sent by the *Switzerland*, on the 23d instant, I informed you that we had found the enemy in some force at

Greenville, Miss., and had dispersed him. I have now to report that as soon as Colonel Woods' force had returned from the pursuit, it was reembarked and we proceeded up the river, stopping to examine every point where a rebel force was likely to be posted; but we were unsuccessful in again finding an enemy until we reached Bolivar, Miss. Colonel Woods then landed his infantry and cavalry and two mountain howitzers and soon discovered the rebels to the number of about 3,000, posted on a plantation above the town. I moved up with the *Benton* to support our small force—not more than 500 men—in its gallant attack, and effectively used the battery in clearing the fields. The enemy, after a brisk skirmish, fled, leaving 7 prisoners and 10 cavalry horses in our possession. Colonel Woods lost 1 man killed and 2 wounded. The loss of the enemy in killed is not known, but numbers of horses were running over the field without riders, and the negroes reported his loss quite heavy.

From Bolivar to Helena, where we arrived this morning, we did not succeed in again encountering an enemy. The troops returned in good spirits and health, while the condition of the sick on board the gunboats was not injuriously affected by the eleven days' cruise below.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Flag-Officer CHAS. H. DAVIS,
Commanding Naval Forces, Western Rivers.

Report of Major-General Curtis, U. S. Army.

CAIRO, ILL., August 31, 1862.

The troops and navy made a landing and attacked a rebel force at Bolivar, Miss., as they came up the river. Rebels were routed after a short conflict. Our loss, 1 killed and 2 wounded. Rebel loss much more.

The force arrived at Helena with the prize *Fairplay*, loaded with arms and equipments. Large quantities of horses and mules were taken, which for want of transportation could not be brought away.

Much alarm was carried into the country, especially into Louisiana, by our taking of Tallulah Station; also in Vicksburg, by our taking the battery on Yazoo River. It was my intention to strike the Yazoo River opposite Bolivar, but the enemy seemed too strong.

I ought to have transportation for 10,000 men. That was my requisition on the quartermaster, but I could only procure enough of the right kind to move a brigade. The result shows the success of my plan. The navy and army, moved to any point on the Mississippi River, makes a new and unexpected base, from which the troops can dash into the country and carry destruction into the enemy's line on the railroad or Yazoo or up the small streams of Arkansas, carrying death and desolation into the country.

The navy or the army, or both, must have a number of light-draft boats, made safe against infantry and capable of carrying light artillery. Such boats are easily improvised, and the rivers of Mississippi

and Arkansas can be cleared and the adjacent country completely overpowered.

* * * * *

SAMUEL R. CURTIS,
Major-General.

Major-General HALLECK,
Commander-in-Chief, Washington, D. C.

Report of Colonel Woods, U. S. Army, commanding Seventy-sixth Ohio Infantry.

U. S. FORCES ON BOARD STEAMER A. McDOWELL,
Greenville, Miss., August —, 1862.

SIR: I have the honor to report as follows respecting the expedition down the Mississippi River:

On Saturday, the 16th instant, in connection with the gunboat fleet, under Captain Phelps, the following land forces embarked on board the transports *Rocket* and *McDowell*, under command of Colonel C. R. Woods, commanding Second Brigade, Third Division, Army of the Southwest, * * *

The first landing was made at Island No. 65, on the Arkansas shore, about 40 miles below Helena. The only important item of information here received was the construction of a road from White River to the Mississippi, meeting the Mississippi some 15 miles below Laconia, Ark.; subsequent information made this a certain fact. Another landing was made at Laconia, Ark. Some armed men in the vicinity mounted their horses and took to flight so soon as the gunboats hove in sight. From a Mr. Benton a fuller account of the White River road was obtained. He also stated that he was a few days previous a visitor to General Parsons, who commanded about 1,500 men. Their camp was about 15 miles from the Mississippi River and 30 miles above the mouth of White River. Napoleon was passed at nightfall, and the fleet continued to sail down the river.

The boats were just brought to anchor at Milliken's Bend when word came from Captain Phelps, of the *Benton*, that the rebel transport *Fairplay* was captured with a large cargo of arms and ammunition. The *Fairplay* had arrived but three hours previously. It was further stated that some of the crew got ashore, and subsequent facts showed that there was a rebel force of 700 encamped there. Their camp was at once taken possession of and pursuit made. * * * The railroad depot was burned by our troops, and the telegraph destroyed where it went to Monroe, [La.], and Little Rock, probably by one line, and north to Providence, La., by another, both communicating with Vicksburg. Thirty-five prisoners were taken, and a large number of negroes brought off, who were in the employ of the Confederate States Government. At the depot we destroyed also 11 hogsheads of sugar and the whole telegraph apparatus.

This trip imposed a march of some 20 miles, and too much can not be said for the brave men who tried every effort of patient endurance and much fatigue under a burning sun to overtake and capture the retreating enemy. An effort was made to reconnoiter Vicksburg, but the fog and storm prevented.

The next point was up the Yazoo River. A detachment of 300 infantry, from the Seventy-sixth and Fifty-eighth Ohio, and two pieces of artillery, under command of Major Peter Dister, of the Fifty-eighth Ohio, manned the ram fleet. About 17 miles up the river a battery was come upon of four heavy 42-pounder guns and two fieldpieces. There were 2,500 of the enemy reported as not far off. The rebels fled from the battery, leaving it an easy capture to our naval and military forces. The heavy pieces were destroyed and the fieldpieces brought off.

The expedition went up the Yazoo River above the Sunflower, and a part went some distance up the Sunflower. Nothing more of any importance was learned. On the return of the fleet from the Yazoo we turned up the Mississippi River, stopping at Morgan's plantation (Wilton, La.). The telegraph to Providence was cut and about one-half mile of the wire was torn off.

At Providence a landing was made, the telegraph apparatus removed, but nothing of the enemy discovered. When at Greenville, Miss., a point from which batteries were fired into our transports on former trips, the troops were landed, but too late. The enemy had been aware of the coming of the gunboats up the river and had carried off their battery about midnight. About 50 bushels of corn and a large quantity of light forage was destroyed by burning, at the cavalry camp. The enemy had about 200 or 250 men in all at this place. A small squad of cavalry was seen and chase given.

The fleet is now approaching Bolivia, or Bolivar, Miss. Near this place the rebels crossed large forces to Arkansas about a week before the expedition came down the river. There is a small force of about a regiment at this place, but they always take flight when gunboats are seen. The rebels used four flatboats in crossing, and conveyed over about from 100 to 130 loaded wagons, three pieces of artillery, a large number of horses, and some infantry. One detachment was from Beauregard's army, and the other came from Jackson, from General ———.

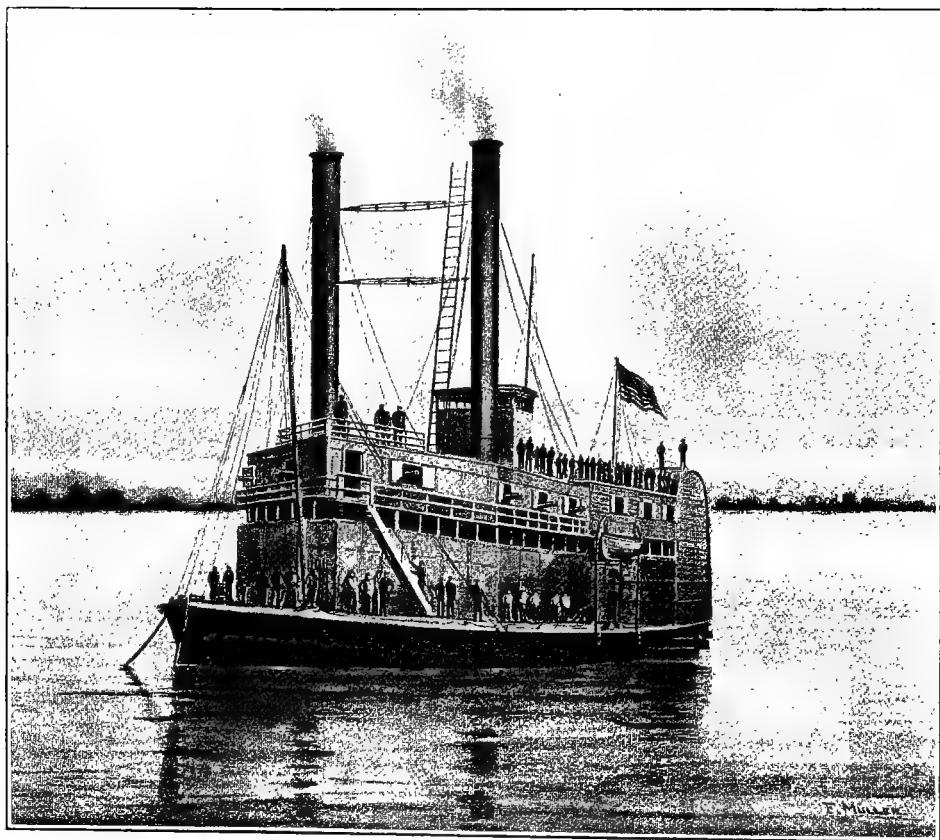
N. B.—One of our prisoners let slip a few evenings since that Hindman was reinforced by 25,000 men, some crossing the river as above described and some going by way of the Monroe and Little Rock road. The manner in which this was stated makes it worthy of confidence.

CHAS. R. WOODS,
Colonel Seventy-sixth Ohio, Commanding Expedition.

Report of Lieutenant-Colonel Ellet, commanding Ram Fleet.

STEAM RAM SWITZERLAND,
Off Helena, Ark., August 24, via Cairo, August 26, 1862.

I have the honor to inform you that on Saturday, the 16th instant, by previous arrangement made with Captain Phelps, of the gunboat flotilla, I left Helena, Ark., with four of my rams, in company with that officer and three gunboats, two regiments of infantry, a section of field artillery, and a small detachment of cavalry from General Curtis's command, all under General Woods, in two transport steamers, to make a reconnoissance down the river as far as Vicksburg. When within 25 miles of that city, in Milliken's Bend, we



UNITED STATES RAM SWITZERLAND.

came suddenly upon a boat lying at the bank and an encampment of the enemy on the shore close at hand. We immediately landed and took possession of the steamboat and encampment, the enemy having fled precipitately without firing a gun. The steamboat was loaded with arms—some 5,000 and more of Enfield rifles and muskets—a large amount of ammunition and a great many boxes filled with accouterments, etc., most of which was said to have been destined for Little Rock, Ark. We captured the camp equipage, tents, arms, horses, mules, and wagons for a camp of 1,000 men, besides other supplies, and took about 40 prisoners. After securing all the property of value, we proceeded to within a short distance of Vicksburg, and then, with my three lightest draft rams, each having a detachment of Colonel Woods' command of 100 men on them, preceded by Captain Phelps in the *Benton* and followed by Captain Gwin, of the *Mound City*, we proceeded up the Yazoo River. At Haynes' Bluff, 17 miles from the Mississippi River, we captured six pieces of ordnance—two 42-pounders, two 31-pounders, one 12-pounder brass fieldpiece, and 20-pounder brass coast howitzer with a large amount of ammunition—powder, shot, and shell—besides some muskets and camp stores. We took on board everything of much value and destroyed the remainder. The four large guns were too heavy for us to handle without better preparations, and we were compelled to burst them. The enemy, although in considerable force, were prevented from offering any resistance in consequence of the fire from the gunboats, which kept them at a respectful distance while we accomplished our purpose. We then proceeded up the river to the mouth of the Big Sunflower, when the water became so shallow that the gunboats and *Monarch* could proceed no farther. I sent the *Sampson* and *Lioness* up the Sunflower, which they succeeded in ascending a distance of 20 miles to within 5 miles of Lake George, where the enemy have a number of fine gunboats secreted. They were obliged to return, the water becoming too shallow for them to proceed farther. We all returned to the fleet in the Mississippi River after an absence of two days and nights. I left the *Monarch* in charge of Sergeant E. W. Davis to assist the *Bragg*, left by Phelps to guard the mouth of Yazoo River and prevent any further communication from that river with Vicksburg. We then started up the river, meeting with no interruption until we reached Greenville, where a body of the enemy was discovered and driven away by a few well-directed shells from the gunboats. I then left the fleet in the *Switzerland* and proceeded in the advance to Helena without further interruptions.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Lieutenant-Colonel, Commanding Ram Fleet.

Hon. E. M. STANTON,
Secretary of War.

Report of Brigadier-General Smith, C. S. Army, regarding loss of steamer *Fairplay*.

HEADQUARTERS THIRD SUBDISTRICT,
Vicksburg, Miss., September 15, 1862.

SIR: In compliance with your dispatch directing a report upon the loss of arms on the steamer *Fairplay*, the following, embodying all

the circumstances that connect the occurrence with this district, is respectfully stated:

About the time General Holmes passed this place on his way to Little Rock, arms and ammunition directed to Major J. L. Brent began to arrive and were stored until someone should be sent to claim them. Shortly after the last of the enemy's fleet had disappeared an agent of General Holmes by the name of Kennard arrived, claimed the property, and asked for transportation for it to Milliken's Bend, where, he stated, arrangements had been made to transport it into the interior.

The steamer *Fairplay*, just ordered out of the Yazoo, was loaded, the property safely delivered, and the boat sent on up the Mississippi after corn, with which she safely returned. In the meantime more stores had accumulated for the same department, and as soon as discharged the boat was a second time loaded, on application of the agent, Kennard, and on this same statement that transportation was ready for the other side, and again sent to the [Milliken's?] Bend, a point distant some 25 miles from here, on the opposite bank of the river, within General Holmes' department, and occupied by a detachment of troops under the command of General Blanchard.

The boat arrived, according to report, at about 1 o'clock at night and was surprised and captured between 3 and 4 o'clock in the morning, and all on board captured, except the captain, Agent Kennard, Major Govan, quartermaster, attached to General Holmes' command, and two or three others, who had gone on shore to sleep. It is further stated that everyone on board the boat was asleep, no watch kept, and the command on shore were equally careless. Regarding the correctness of this statement as to the carelessness of the troops, I have no means of knowing, they being in no way connected with my command. I am satisfied the statement is correct regarding those on the boat. The boat was commanded by a Captain White, a citizen of the Bend, well known and highly recommended by all here; in fact, it was represented that the Government was fortunate in being able to secure his services. The foregoing are the facts of the case as far as known.

I will now state what precautions had been taken on this side to prevent a surprise by the enemy, such as occurred:

Immediately after the bombardment of Vicksburg ceased, a detachment of cavalry was sent up the river to a point nearly opposite Helena, with the double object of giving protection to the planters and watching the movements of the enemy. Communication with this detachment was kept up by a line of couriers, which it was supposed would always be able to convey information in advance of any of the enemy's boats that might be seen passing down, a picket guard being stationed on the river bank with this in view. The commanding officer was also directed to send across to the Jackson railroad, if that was found the better route, and communicate thence by telegraph. In addition, lookouts were placed on the highest hills in this vicinity overlooking the valley of the Mississippi to watch for the appearance of any smoke.

These three methods of obtaining and transmitting information comprise all that are possible, I believe, in this section, and are the same that are relied on at this present time. The boats that de-

scended were duly seen by the cavalry pickets to pass down and a courier promptly started for my headquarters with the information; before he arrived, however, the *Fairplay* had left and was at her destination.

In reviewing the facts of the case in connection with the occurrence, I am not able to perceive that any precautions were omitted on my part, if the single fact of permitting the quartermaster to control the hour of departure be excepted. The boat could have been delayed and run only by daylight had there been the slightest intimation of danger. I am under the impression, however, that could precautions have been taken on the other side corresponding with those taken on this, the boat would not have been lost. This, however, is given simply as an impression, and I may very well be in error; but there is no doubt of the most culpable carelessness existing on board the boat while lying at the Bend. Unfortunately the captain and crew being unattached to the service, no punishment can be meted out to them.

I am, very respectfully, your obedient servant,

M. L. SMITH,

Brigadier-General, Commanding.

HON. GEORGE W. RANDOLPH,

Secretary of War.

Report of Captain McDonald, C. S. Army, regarding the loss of the steamer *Fairplay*.

ORDNANCE OFFICE,

Vicksburg, Miss., September 12, 1862.

SIR: The fact of the loss of the steamer *Fairplay*, with Government arms and ammunition on board, has doubtless been reported to you.

* * * * *

Upon the requisition of Colonel Kennard the brigade quartermaster was ordered by Brigadier-General M. L. Smith to place the *Fairplay* at his disposal to carry the quartermaster's and ordnance stores then here to Milliken's Bend. The *Fairplay* was loaded; proceeded to Milliken's Bend; the stores, comprising 2,000 Enfield rifles, about 200,000 rounds of ammunition for small arms; accouterments and equipments; a section of mountain artillery battery, with ammunition, artillery harness, etc., also quartermaster's stores. These were safely disembarked, transported to Monroe, and are now, I presume in the hands of troops.

Upon the evening of August 17 the *Fairplay* again left Vicksburg with a cargo of arms and ammunition. Reached Milliken's Bend about 2:30 a. m. of the 18th and was tied up to the shore. Major Govan and Colonel Kennard both went upon the boat about an hour after the boat landed, all being asleep or on shore except the watchman. The enemy's boats appeared; alarm was given; the boat was hastily abandoned, and, its cargo intact, taken possession of by the enemy.

These are the circumstances as they have been communicated to me. What measures, if any, were taken to prevent a surprise I do not know. The point selected for the landing of the stores was an

eligible one, and I think that if proper vigilance had been exercised by the troops then in the neighborhood of Milliken's Bend no surprise could have been apprehended.

* * * * *

M. McDONALD,

Captain and Ordnance Officer, Third Brigade.

Colonel GORGAS.

Letter from the Assistant Secretary of War to the Secretary of the Navy, transmitting report of Major-General Curtis, urging more vigilant restriction of the enemy on the Mississippi River.

WAR DEPARTMENT,

Washington City, D. C., August 18, 1862.

SIR: The Secretary of War directs me respectfully to call your attention to the enclosed communication of the 20th ultimo from Major-General S. R. Curtis, addressed to the general in chief, Major-General H. W. Halleck, respecting the supplies of small arms, ammunition, and ordnance for the use of the rebels lately passed over the Mississippi River in the vicinity of Gaines Landing; and also to the suggestions of Major-General Halleck endorsed thereon, upon the importance of preventing the enemy from occupying the banks of the river between Memphis and the mouth of the Arkansas.

I have the honor to be, very respectfully, your obedient servant,

P. H. WATSON,

Assistant Secretary of War.

HON. GIDEON WELLES,

Secretary of the Navy.

[Enclosure.]

HEADQUARTERS ARMY OF THE SOUTHWEST,

Helena, Ark., July 20, 1862.

GENERAL: I have just returned from a reconnoissance down the river. A large amount of ammunition, small arms, and some twenty-five pieces of artillery were crossed over into Arkansas last week, near Gaines Landing. The gunboats had passed to and fro while this was going on.

I took and destroyed some seventy or eighty flatboats, some of which had been in the business of crossing stores, and one small steamboat.

A more vigilant watch over the river is needed. My advance drove a picket from Gaines Landing and pursued the enemy, killing one man. I went 25 miles up the Arkansas River, and sent scouts to the road south of it, hoping to intercept the artillery, but it had all passed on to Little Rock. I am credibly informed the enemy is arranging to attack our transports with artillery that will be brought to the Mississippi in the vicinity of Gaines Landing.

Some kind of vigilant floating force must be employed to keep this great natural base of operations, the Mississippi River, entirely safe; more unity of action between gunboats and transports must be had. I speak of what relates to my own operations in Arkansas, the Mis-

Mississippi being now my new base of operations. I hope your headquarters will move to this great river.

I have the honor to be, general, your obedient servant,
S. R. CURTIS,
Major-General.

Major-General H. W. HALLECK,
Headquarters of the Army.

[Endorsement.]

The attention of the Secretary of War is respectfully called to this report, and it is suggested that the matter be referred to the Navy Department. It is of vital importance that the gunboats prevent the enemy from occupying the banks of the river between Memphis and the mouth of the Arkansas.

H. W. HALLECK,
General in Chief.

AUGUST 18, 1862.

Report of Commodore Davis, U. S. Navy, regarding the desirable results of his visit to Cairo.

U. S. NAVAL DEPOT,
Cairo, August 19, 1862.

SIR: I have the honor to inform the Department that immediately after my arrival here with General Curtis I fell sick, and was obliged to submit to medical treatment, from which I am now rapidly recovering.

I leave here in a few days in the *Eastport*, which vessel is at last approaching completion.

My visit to this part of my station has been opportune. I have organized a squadron of small vessels to suppress the active guerrilla movements on the Ohio and Tennessee rivers, and have had the opportunity of communicating personally with Constructor Hartt on the proper mode of protection to be employed in the newly purchased steamers.

By my presence and immediate supervision I have been able to direct and advance the work of repairs and refitment of the vessels of the squadron.

It was arranged between General Curtis and myself that combined expeditions should scour the river between Helena and points lower down. One movement has already been made as far as Napoleon.

Another expedition, consisting of the *Benton*, *Mound City*, *Bragg*, and two of Colonel Ellet's rams, accompanied by 500 men from General Curtis's army, is now on its way to the mouth of the Yazoo looking for batteries and guerrilla parties.

Very respectfully, your obedient servant,

C. H. DAVIS,
Commodore, Comdg. U. S. Naval Forces on Western Waters.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Commodore Davis, U. S. Navy, to Commodore Hull, U. S. Navy, regarding the refitting of recently purchased vessels.

NAVAL DEPOT,
Cairo, August 19, 1862.

SIR: I have received a note from Captain and Assistant Quartermaster Wise, informing me that it is your intention to remove the cabins from the recently purchased boats, to put the officers' apartments below, and to protect the boilers and machinery with double bulkheads, 6 feet high, filled in with coal and lightly plated.

When Mr. Hartt was here I furnished him with my views in detail as to the manner in which these boats should be protected, and I have requested that the cabins might be left on, etc. My plans were founded upon a knowledge of the manner in which guerrilla warfare is conducted on the banks of the rivers.

I trust that in the preparation of these vessels for the service for which at this moment they are so urgently required no speculative notions are to supplant views founded upon actual experience of war, and that these vessels be fitted in the manner I have requested.

Very respectfully, your obedient servant,

C. H. DAVIS,
Commodore, Commanding Western Naval Forces.

Commodore J. B. HULL, U. S. Navy,
St. Louis, Mo.

Report of Commander Dove, U. S. Navy, regarding conditions at Helena, Ark.

U. S. GUNBOAT LOUISVILLE,
Helena, Ark., August 19, 1862.

SIR: I have to report continued quiet here and that the general health of the flotilla is improving, although the sick lists of the *Cincinnati* and this vessel are still large.

Nothing has been heard from the expedition below since it left.

The *Red Rover* is still at Memphis, waiting for ice, I am told.

There is only a part of one barge of coal; all the vessels will therefore need some soon.

The *Lexington* arrived yesterday afternoon. The weight of the two 32-pounders which she brought down causes her to leak badly. I reported it on her arrival to General Curtis, and it is possible they may be taken out of her this afternoon, but I am not sure of it. I will give all the assistance I can, and hurry them off from here.

Very respectfully, your obedient servant,

BENJAMIN M. DOVE,
Commander.

Commodore CHARLES H. DAVIS,
Commanding U. S. Naval Forces, Western Waters.

Commendatory letter from Commodore Davis, U. S. Navy, to Fleet Captain Pennock, U. S. Navy.

U. S. NAVAL DEPOT,
Cairo, August 20, 1862.

SIR: I have read the letter* from Flag-Officer Foote of March the 12th, which you have just placed in my hands.

I fully confirm all the authority, duties, and position assigned to you in that letter, and I avail myself of this occasion, when the gunboat service of the upper rivers has suddenly acquired a new importance, to place this service under your special care. You will soon have the two new boats recently purchased at St. Louis, besides the *Pillow*, the *Robb*, and the *Little Rebel*, at your disposal, and I will put Lieutenant Fitch in general charge of them, making him responsible for their discipline, efficiency, and skill in the use of howitzers and small arms.

Lieutenant Fitch will be directed to send his reports to this office, and you will please read them, and give such orders as the nature of the service may require, acquainting me from time to time with the leading events.

The bold manner in which guerrilla warfare is carried on at the present time on the Tennessee River will require the most active exertions for its suppression, and it is with utmost confidence that, on leaving Cairo, I place the whole subject in your keeping.

The promptness, energy, and superior judgment and ability with which all the various and complicated affairs of the flotilla have been executed have commanded my unqualified approval and respect.

I shall take pains at a suitable time to express this opinion to the Department.

Very respectfully, your obedient servant,

C. H. DAVIS,
Commodore, Comdg. U. S. Naval Forces, Western Waters.

Commander and Fleet Captain A. M. PENNOCK,
Commanding Naval Station, Cairo.

Report of Captain Winslow, U. S. Navy, regarding the capture by Confederates of the steamer Swallow.

U. S. GUNBOAT ST. LOUIS,
Off Memphis, August 20, 1862.

SIR: The *Wilson* brings intelligence of the capture and burning of the *Swallow* by the rebels on the 19th instant. The *Swallow*, as I learn, was ashore some 22 miles below this place, and had been lying there ten or twelve days endeavoring to get off. On the night mentioned she was boarded by guerrillas and burned. The only one of the crew who escaped from capture was saved by swimming and taken off from a point he had reached shortly afterwards by the *Wilson*.

Very respectfully, your obedient servant,

J. A. WINSLOW,
Captain.

Commodore CHARLES H. DAVIS,
Commanding Gunboat Flotilla, Western Waters.

Letter from the Secretary of the Navy to the Secretary of War, acknowledging report of Major-General Curtis, U. S. Army, regarding conditions in the Mississippi River.

NAVY DEPARTMENT, August 21, 1862.

SIR: I have received the letter * of the War Department covering the communication of Major-General Curtis, and endorsement of Major-General Halleck, to the effect that "it is of vital importance that the gunboats prevent the enemy from occupying the banks of the river between Memphis and the mouth of the Arkansas."

Commodore C. H. Davis, in command of the flotilla, has been instructed on this subject, and directions given him that the gunboats perform that duty as thoroughly as possible, and that they cooperate with the army as effectually as in their power on all occasions.

The primary object of the flotilla is to keep the river unobstructed and to sweep from it all floating craft of every description, but the officers are ordered, and will esteem it a duty, to assist the army in dispersing the shores and adjacent country of all enemies, not only between Memphis and the Arkansas River, but elsewhere.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Hon. E. M. STANTON,
Secretary of War.

Order of the Secretary of the Navy to Commodore Davis, U. S. Navy, forwarding information from the War Department regarding conditions in the Mississippi River.

NAVY DEPARTMENT, August 21, 1862.

SIR: I transmit herewith a copy of a letter * dated the 18th instant, received from the War Department, covering a copy of a communication addressed by Major-General Curtis to Major-General Halleck, and an endorsement of the latter, upon the importance of the gunboats preventing the enemy from occupying the bank of the river between Memphis and the mouth of the Arkansas.

The Department would call your attention to the subject of keeping unobstructed the navigation of the Mississippi, of preventing communication between its shores, and of cooperating with the army in driving the enemy from its banks.

While it is the leading object of the flotilla under your command to keep the river open and to sweep from it all floating craft in the service of the rebels, it will also be its duty to assist the army in dispersing the shores and adjacent country of all enemies, not only between Memphis and the Arkansas River, but elsewhere. A vigilant watch should be maintained to cut off all communication between the shores of the Mississippi and arrest the transportation of artillery, munitions of war, etc.

* See p. 304.

The Department feels confident that this duty will be performed by you as thoroughly as possible, and that as effective aid as is in your power will be afforded to the army on all occasions.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore CHAS. HENRY DAVIS,
Commanding Western Flotilla, Cairo, Ill.

Order of Commodore Davis, U. S. Navy, to Lieutenant Fitch, U. S. Navy, to serve as executive and gunnery officer in light squadron to engage in suppression of guerrilla warfare.

U. S. NAVAL DEPOT,
Cairo, August 21, 1862.

SIR: A light squadron, composed of two vessels recently purchased at St. Louis, and now in a state of preparation, and also the small steamers *Robb* and *General Pillow* and the ironclad boat *Little Rebel*, has been placed under the command of Commander and Fleet Captain A. M. Pennock, U. S. Navy, for the suppression of the guerrilla warfare now carried on on the Upper Ohio and Tennessee rivers.

You are hereby appointed to the command of the largest of these small steamers, and you will, under the immediate direction of Captain Pennock, act as executive and gunnery officer of the whole squadron, taking pains to render the officers and men efficient in the use of the howitzers and small arms and enforcing and preserving naval discipline as far as circumstances of the case will admit.

You will make your reports immediately to Captain Pennock, from whom also you will receive instructions.

I rely upon your zeal and ability, already well known to me, to conduct this service in such a manner as will result in the suppression of this barbarous warfare and the chastisement of those engaged in it.

Very respectfully, your obedient servant,

C. H. DAVIS,
Commodore, Commanding Western Flotilla.

Lieutenant Commanding FITCH.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding naval operations in the Ohio, Cumberland, and Tennessee rivers, August 23, 1862–October 21, 1863.

U. S. S. MOOSE,
Smithland, Ky., November 5, 1863.

SIR: In compliance with your letter of October 6, I send herein report of the operations of the gunboats on the Tennessee, Cumberland, and Ohio rivers while under my command, from August 23, 1862, to the present time.

When the heavy boats withdrew from the Tennessee, the *Robb*, a small stern-wheel vessel, carrying two medium 12-pounder howitzers, was left to patrol the river; but soon it became apparent that more boats of light draft were needed to keep down the guerrillas; conse-

quently the *General Pillow*, a small captured steamer, was fitted out with two small guns, and on the 23d of August, by orders from Rear-Admiral Charles H. Davis, I took command of her, proceeded to Paducah, and on up the river.

Owing to the extreme low water, the boats could do but little, not being able to get above Duck River.

On the 4th of September I returned to Paducah, rumors being rife that the place was to be attacked by a heavy force.

From Paducah I went to Cairo to get another boat (the *Robb* being at Cairo undergoing repairs at the time), leaving the *Pillow* to guard the place.

I arrived at Cairo on the 5th, and found there the steamer *Fair-play*, just arrived as a prize, loaded with arms, ammunition, etc. Fleet Captain Pennock willingly consented to fit her up for the Tennessee. Work was commenced on her at once, and before daylight on the morning of the 6th instant she started for Paducah, taking two companies of infantry to reinforce the garrison.

Arriving at Paducah, the infantry was disembarked, and, leaving the *Pillow* as guard boat, I proceeded on up the Ohio, as guerrilla raids had become very annoying along that river.

At Cumberland Bar the boat was detained some days in consequence of very shoal water. I was therefore compelled to get a small steamer, the *Cordelia Ann*, arm her, and dispatch her to Caseyville to look after a guerrilla party, then firing on steamers near that place.

Enclosed is a copy of my letter of instructions to Acting Master Groves, who had charge of the expedition.

On the 12th of September I succeeded in getting over the bar at Cumberland Island and proceeded on up the river, having first ordered the *Robb*, now returned from Cairo, to lay at Paducah, and sent for the *Pillow* to cruise between Paducah and Smithland.

Opposite Shawneetown I found a small gang of guerrillas, not over fifty or sixty, and tried to land a party to get in their rear and catch them, but the water being so low they saw my object in attempting to land and at once withdrew. I was therefore enabled only to throw a few shell after them. Our landing, however, caused them to break up their encampment at Cypress Lake, about 3 miles back from the river.

Little was done from this time till the 29th of September, in consequence of our not being able to move. About this time Owensboro was attacked, but not being able to get there myself I was obliged to extemporize another steamer into a gunboat and send her up; she, however, did not reach the place till the guerrillas had been met and driven back.

Soon after this, October 14, the steamers *St. Clair* and *Brilliant* joined me at Evansville, and on the 17th instant I started down the river for Caseyville, to look after a guerrilla party that fired into the steamer *Hazel Dell*. It was my first intention to burn the town on my arrival, but after learning that most, if not all, the property was owned by good loyal men I changed my purpose and resolved to punish only those I knew to be disloyal. I therefore made a demand for the sum of \$35,000 damages for the outrage, and concluded to exempt those I knew to be loyal from paying any portion of the tax.

Finding that the loyal citizens were all willing to subscribe for raising the amount and the disloyal ones very averse to paying any-

thing, I at once took possession of all that I could find belonging to disloyal persons, which consisted of nine hundred or a thousand bags of wheat belonging to Philip Acker, a noted rebel, and some forty barrels of whisky, ten or fifteen kegs of lard; also some ninety or a hundred bags of wheat belonging to a notoriously bad rebel by the name of J. M. Scantlin.

I also, as soon as I arrived at the place, surrounded the town and took all the male persons found in or around it prisoners. Of this number I released all I knew to be loyal; all the rest I sent to Cairo as prisoners of war.

During the night of the 21st the steamer *Nashville* was fired into at the foot of Cincinnati Bar, but I being close behind her with the *Fairplay*, soon shelled the guerrillas off, having, as I afterwards learned, killed four or five of them.

The river now became so low that the gunboats could not run for a time, so I put on board each mail boat a howitzer, with an officer and crew to work it. This arrangement had the desired effect, for guerrillas on several occasions made so bold as to present themselves on the banks and hail the steamers in, but receiving rather unexpected and severe lessons from the howitzers, soon learned to let vessels pass unmolested.

I also found it necessary to place restrictions on the ferry at Evansville, to suppress the contraband trade and free passage of disloyal persons across the river. Enclosed is a copy of an order relating thereto.

The river having swollen a little, the gunboats returned to Cairo on the 4th December, taking with them the property taken from the rebels at Caseyville. From Cairo all the boats made a trip up the Tennessee as high as Duck River, but not being able to get over the shoals returned to Paducah. Leaving the *Pillow* and the *Robb* in the Tennessee, I made another trip up the Ohio.

Soon after arriving at Evansville again I was compelled to stop all navigation and trade up Green River.

This order became necessary in consequence of my not being able to get up that stream, and steamers from Louisville and Evansville, if they carried freight at all, took it right into the very midst of these guerrilla bands, from where it was taken to the rebel army.

I must say I was very much surprised at the loose manner in which surveyors of customs permitted cases of boots, clothing, and the like to pass into the Green River country, it being at the time almost entirely under the control of organized guerrilla bands.

About the middle of the month the boats again returned to Paducah and went on up to Fort Henry, and on the 24th an expedition, under command of Colonel [William W.] Lowe, composed of the combined forces of Forts Henry and Heiman, started up the river to get in Forrest's rear.

In consequence of the troops all having left I put the *Pillow* to guard the place till the expedition returned and took the other four boats to convoy the transports.

On the 26th, word reached us that Forrest was moving on Fort Heiman.

I at once moved down with the *Fairplay* and *Brilliant*, leaving the *St. Clair* and *Robb* to guard the transports.

On arriving at Fort Henry Colonel Dougherty telegraphed that Paducah was to be attacked immediately.

I therefore left the *Brilliant* to guard the forts and moved down to Paducah, but the attack did not come off, as the rebels were met soon and driven back.

The expedition from above having returned, I sent the *St. Clair* and *Brilliant* up the Cumberland to make reconnoissance; finding the water too low yet for navigation they were dispatched to Caseyville to fill up with coal and be ready for the rise.

The *Fairplay*, having broken her wheel and being much out of order, was sent to Madison for repairs, while the *Robb* moved up to Tradewater coal mines to procure barges of coal for the use of the boats on the Cumberland.

The *St. Clair* and *Brilliant*, having coaled, returned to Smithland and started up the Cumberland to convoy a number of transports, but they were not able to get above Harpeth Shoals with the fleet, in consequence of low water; transports were therefore sent down from Nashville to take the freight out of the boats from below.

At this time the river was almost entirely blocked by the enemy, and out of the number of transports sent down from Nashville, three were captured and burned above the shoals.

The gunboat belonging to the Army, sent down to give them convoy, was also captured and burned.

On the 21st day of January, 1863, I got back from Madison and started up for Nashville with a fleet of 31 steamers and 8 or 10 barges. Just below Palmyra I met the *St. Clair* and *Brilliant* coming down with a fleet from the foot of the shoals.

I at once sent the transports bound down out of the river, as they were then below all danger, and took the two gunboats back with me to help with the convoy. At Clarksville we anchored for the night, in consequence of the large convoy, and to get it more perfectly arranged. During the night Lieutenant-Commander S. L. Phelps came up with the *Lexington* and moved on up to Beatstown [Betsy Town] Landing, where he burned a large warehouse used as a shelter by the guerrillas.

On his return down he was attacked by two pieces of artillery, but soon drove them off.

As soon as the fleet reached Nashville the *Lexington* returned to Cairo. Coming down we were greatly annoyed by rebel sharpshooters from behind the trees, but soon dispersed them and got through safely.

From the 21st of January, [1863], till June, when the river became too low for navigation, the boats made, on an average, two trips a week to Nashville, taking never less than seven or eight steamers and barges, and sometimes as many as forty-five or six through at a trip, making in all something near 400 steamers and 150 barges, and, I am happy to say, without the loss of a single steamer or barge.

Two small canal boats loaded with sutler's stores were captured and burned by the rebels some time afterwards, but the fault lay entirely with themselves, as positive orders were sent them to remain at Fort Donelson till the fleet under convoy came up; but instead of doing this, they slipped off by themselves before the gunboats arrived and were captured and destroyed.

Finding that with such large convoys, the river being so very narrow, it was necessary to have more boats, I telegraphed for the *Robb* to leave the Tennessee and join me up the Cumberland, having resolved to visit the Tennessee whenever the fleets were small enough to allow me to detach with some degree of safety a portion of the gunboats for that purpose.

On the 3d of February, [1863], while moving up the river with a large fleet of transports, under convoy of the gunboats *Fairplay*, *Robb*, *Brilliant*, *St. Clair*, *Lexington*, and *Silver Lake* (the *Lexington* and *Silver Lake* having recently joined the division), the steamer *Wild Cat* met us about 24 miles below Fort Donelson, having been sent down by Colonel [A. C.] Harding, commandant of the post, with a dispatch stating that he was attacked by overwhelming numbers and needed immediate assistance.

I at once made signal to the gunboats to push on up with all possible speed, and for the transports to follow as fast as possible.

A short distance below the fort I met another steamer bringing the intelligence that the place was entirely surrounded and could hold out no longer. Pushing on up I arrived off the town of Dover about 8 p. m., and found Colonel Harding's forces out of ammunition and entirely surrounded by overwhelming numbers, but still holding them in check, they having withdrawn within the small breastworks back about 300 yards from the river bank.

For a minute or so I was at a loss as to where to begin, as I could not get a word from our forces, the enemy then holding the ground between them and the river; however, I let off a gun up the ravine to give them encouragement by letting them know that assistance was at hand. Just then the moon shone out bright, and by the aid of one of the officers of the garrison, who had stolen through the enemy's lines down to the river bank and pointed out the enemy's position, I was enabled to throw shell right in their very midst.

The enemy not expecting gunboats had formed the main body of his forces in line of battle through the graveyard at the west end of the town, about seven or eight hundred yards from Colonel Harding's intrenchments and facing the most accessible point.

His left wing rested in a ravine leading down to the river and must have extended almost to the river bank, as we could easily, when we first moved up, hear the men talking.

This position gave us a chance to rake nearly the entire length of his line.

Simultaneously the gunboats opened fire up this ravine, into the graveyard, and into the valley beyond, where the enemy had his horses hitched, and most likely kept his reserve.

The rebels were so much taken by surprise that they did not even fire a gun, but immediately commenced retreating. So well directed was our fire that they could not even carry off a caisson they had captured from our forces, but were compelled to abandon it after two fruitless attempts to destroy it by fire.

After having dispersed the main body of the enemy I stationed the *Robb* and *Silver Lake* below the town to throw shells and prevent the rebels from returning to carry off the wounded, while the *Lexington*, *Fairplay*, *St. Clair*, and *Brilliant* went above and shelled the roads leading out to the eastward.

Supposing the retreating forces above the town would follow the river for a short distance, I sent the *Lexington* and *St. Clair* on up to shell the woods—harass and annoy them as much as possible—while the *Fairplay* and the *Brilliant* lay opposite the upper ravine and threw shells up the roads.

About 10 p. m. we ceased firing, with the exception of now and then a random shell up the roads.

At 11 p. m., learning from Colonel Harding that the enemy had entirely disappeared, we ceased firing and took position to guard the roads approaching the town.

Although much of our firing, after the enemy broke, was at random, we have the gratification of knowing that scarcely a projectile went amiss, and out of the four hundred and odd reported killed and wounded the gunboats can claim their share.

Even when the *Lexington* and *St. Clair* went above, many of their shells fell right in the midst of the retreating rebels, killing many.

It is reported that the attacking forces numbered some four thousand and five hundred, with eight pieces of artillery, under command of Major-General [Joseph] Wheeler, Brigadier-Generals [N. B.] Forrest and [J. A.] Wharton, and it is certainly very gratifying for us to know that this entire force was cut up, routed, and despoiled of its prey by the timely arrival of the gunboats, and that Colonel Harding and his gallant little band were spared to wear the honors they had so fairly won.

At first I regretted that I was not there sooner with the boats, but upon reflection, I do not think that I could have better arranged the time had it been in my power.

Had we been there before Wheeler, he would not have made the attack, but most probably would have marched on Fort Henry.

Had we arrived during the day, he would have seen our strength, and would have retreated with little loss.

Arriving as we did, after dark, and when he least expected us, and so sanguine of success, we found his forces arranged in the most favorable position to receive a raking fire from our guns.

The officers and men were very glad to have a shot at these river infesters, having been somewhat annoyed by them on previous occasions, and only regret that they did not remain in reach of our guns a little longer.

As it is, they claim the honor of dispersing them and saving Fort Donelson.

Soon after the fight at Donelson, February 18, I made a trip up the Tennessee, taking with me five boats, the *Lexington*, *Fairplay*, *St. Clair*, *Brilliant* and *Robb*, as it was reported that the rebels were building strong batteries at Savannah and at Tusculum Landing.

As the guerrillas along the Cumberland had become pretty well thinned out, I left the convoy in charge of Acting Volunteer Lieutenant [Robert K.] Riley, with the gunboats *Silver Lake* and *Springfield*, the *Springfield* having reported for service the day before.

During this trip up the Tennessee we met a rise just above Fort Henry and were enabled to go on up.

When we arrived at Clifton we found the town in flames and a squad of our cavalry under command of Captain Fred'k C.

Adamson in possession of the place, having crossed the river in a flat during the night, surrounded and captured a squad of 54 guerrillas, and set fire to the town.

At the request of Captain McAdams I lay by and assisted him back across the river, as he was fearful of an attack and had but a small flat and no means of getting the captured horses over.

I also took his prisoners for him, as he could not well get them back to where he was stationed.

Proceeding on up to Pittsburg Landing, I communicated with General [G. M.] Dodge, commanding at Corinth, Miss., who readily, at my request, sent a force of cavalry up the river to cooperate with me against the batteries reported to be at Tuscumbia Landing; the land force was to come in from the rear to prevent the escape of the rebels.

Arriving at Tuscumbia Landing, I learned that the batteries spoken of consisted of two fieldpieces, and on our approach they were run back to Tuscumbia, but luckily the forces sent up by General Dodge reached the town of Tuscumbia about the same time I reached the landing, so that the rebels in running their pieces away from me ran them right into the midst of our forces back, who readily took possession of them.

We reached Florence on the 22d instant, and chased away from the landing Van Dorn's rear picket guard, but could not catch any of them.

I tied up to the bank with the *Lexington* and *Fairplay*, and sent the *Robb*, *Brilliant* and *St. Clair* on up over Little Mussel Shoals to the foot of Big [Great] Mussel.

While tied up to the bank a squad of rebels made their appearance in the woods on the Tuscumbia side, and were busily engaged in trying to get a fieldpiece in position to fire at us, but they were discovered before the piece was got ready, and three 8-inch shells from the *Lexington* were sufficient to scatter them.

The three boats from above having returned, I proceeded down the river, reached Smithland on the 24th instant, and proceeded up the Cumberland to Nashville with a convoy, and then went above as far as I could well get.

About the middle of March it was rumored that Fort Heiman had been taken possession of by the rebels. I at once proceeded up the Tennessee again with the *Lexington*, *Fairplay*, and *Brilliant*. On my way up I overtook the *Tuscumbia*, Lieutenant-Commander Shirk, going up to convoy the forces of General Asboth, then en route to recapture the fort. Finding the fort perfectly quiet and free from rebels, the boats returned to Smithland.

On the 27th instant I again made a trip up the Tennessee with the *Lexington*, *Robb*, and *Silver Lake*, taking with me Colonel Graig [Chauncey W. Griggs] and 150 soldiers from Fort Heiman.

During this trip up we fell in with several guerrilla parties and succeeded in capturing some, together with their horses and muskets.

The river was falling so rapidly at this time that I could not take the *Lexington* over Colbert Shoal, so I tied up opposite Waterloo and sent the *Robb* and *Silver Lake* on up to Florence, with orders to return by daylight next morning. Just below Florence they fell in with a heavy force of the enemy, shelled them out of their encamp-

ment, and drove them over the hills, but in consequence of the river receding so rapidly they were obliged to return below the shoals that night.

I had almost forgotten to mention that on the way up I landed at Boyd's Landing, having learned that back about 3 miles from the river was a cotton factory doing work in an indirect way, so as to aid the rebel soldiers.

I sent out from this landing a force of about 200—150 infantry and 50 sailors. Colonel Graig [Griggs] took charge of the entire expedition in person.

Acting Volunteer Lieutenant Dunn, of the *Lexington*, took charge of the sailors.

The expedition moved out to the factory with caution, as Colonel [N. N.] Cox's rebel cavalry regiment was encamped but a mile or two beyond.

Arriving at the mill, breastworks of cord wood were thrown up across the road, and enquiries made regarding the operations of the factory.

From what could be learned the mill was run on shares with the country people; the material went, in an indirect way, to the aid of the rebel soldiers through their friends at home.

The books were all clear, and contained nothing to condemn the factory. Yet, knowing that the mill did, in an indirect way, aid the rebels, it was thought proper not to destroy it, but to effectually prevent its doing more work, which was done by removing the running gear, piston heads, brasses, and all like portable portions, and placing it on board the *Lexington*.

A short distance above this landing, and about 3 miles from the river, was reported a plantation owned by a noted rebel, Smith. The boats were landed and an expedition sent out to the place.

This plantation was occupied by a man by the name of Dillahunty, and is known to be a rendezvous for guerrillas. Dillahunty claimed to be loyal, but as several guerrillas were found on his place, and as our men were fired on when approaching the farm, I took his cotton, 25 bales, for the Government.

During this trip up the river we captured 8 prisoners (guerrillas) with their arms, 25 bales of cotton, and some horses belonging to guerrilla pickets.

As soon as I reached Smithland and had coaled, I received a dispatch from Acting Volunteer Lieutenant Hurd, saying the fleet under convoy had been attacked by batteries at Palmyra, and that his vessel, the *St. Clair*, was disabled.

I got underway immediately and moved up, arriving at Palmyra the afternoon of the 6th of April.

I landed opposite and sent a detachment on shore, in charge of Acting Master [James] Fitzpatrick, with orders to burn every house in the place, and not to allow the men under his command to remove or pillage a single article.

The order was carried out fully.

Just after the boats landed several stragglers broke out of their concealments and ran; he fired on them, killing one and wounding another.

I was opposed to the wanton destruction of property, but in this instance I deemed it justifiable, for it was one of the worst secession places on the river, and unarmed transports had been fired into from doors and windows of the houses.

I would here remark that the summary manner in which the people of Palmyra were dealt with had a very good effect, for I do not think there has been a steamer molested on the river since.

The battery at Palmyra was withdrawn on my approach, and moved up to Harpeth Shoals, so I followed on up after it, taking with me cavalry and infantry from Clarksville, to get in the enemy's rear, if possible; but again the battery was removed, this time into the interior, where it remained.

On the 13th April I again went up the Tennessee, with the gunboats *Lexington*, *Queen City*, *Covington*, and *Argosy*, leaving the convoy in charge of Acting Volunteer Lieutenant Perkins.

This trip was made in view of giving convoy to Colonel Streight's expedition, and to cooperate with him and General Dodge.

I left the *Covington* and *Argosy* at Fort Henry to convoy the transports, while I moved on up to Eastport with the other two boats.

On reaching Eastport we found a portion of General Dodge's cavalry engaging the enemy across the river; we soon shelled the rebels off, and then landed, as there was not water for us to go higher.

During this time General Dodge was encamped about 9 miles out on Bear Creek, awaiting Colonel Streight's command, which arrived, I think, on the 20th instant; General Ellet's Marine Brigade arrived also at the same time.

After Colonel Streight left I took charge of the transport fleet and, by request from General Dodge, held them at Eastport as long as the water would permit, leaving three gunboats to protect them. I moved down the river on the 23d instant to coal and see all clear below.

On my way down I met the steamer *Emma Duncan* coming up to report for service. When just above Waverly Landing she was attacked by a field battery, but passed it and drove the enemy back; she received several shots, and had 3 men wounded.

When on my return up the river, and just on Duck River Shoals, I met General Ellet on his way down, being engaged by the enemy with a battery of 2 or 3 pieces.

I at once took the battery side of his boats, and opened fire on the enemy, having at the time a raking shot along the bank.

The brush was so thick I could not see the enemy's guns, yet the smoke enabled me to fire directly at them, and, I judge, with very good effect, as they did not remain but a short time before they commenced retreating.

Some 8 or 10 of their dead were left on the bank. I believe their loss amounted to about 25 or 30.

Although General Ellet landed, he did not succeed in overtaking the retreating forces, nor in getting their guns.

I went on up the river to Hamburg, and there finding the transports, started out of the river with them on the last of the month, reaching Smithland again the 1st of May.

On the 4th of May Lieutenant-Commander Phelps arrived and took charge of the Tennessee River Division.

I turned over to him the gunboats *Covington*, *Queen City*, *Argosy*, and *Emma Duncan*, and taking with me the *Lexington* and *Fairplay*, returned to Smithland.

During my trips up and down the Tennessee, I brought out on the gunboats some 60 or 70 refugee families, with their effects, punished as much as I could all rebels and disloyal persons, and gave all the protection I could to loyal citizens.

During my operations on the Tennessee there were always gunboats enough left on the Cumberland to give convoy through to Nashville regularly twice, and occasionally three times, a week.

After dividing the fleet with Lieutenant-Commander Phelps, I had left in my district six boats, the *Lexington*, *Fairplay*, *Brilliant*, *St. Clair*, *Silver Lake*, and *Springfield*.

With these six boats I continued running supplies through to General Rosecrans till the water became too low for navigation, about the 1st of June.

I then sent the *Lexington* to Cairo for duty in the lower rivers, and sent the *Fairplay* and *Silver Lake* up the Ohio to patrol between Evansville, Ind., and Shawneetown; the *Springfield* to patrol from Evansville to Louisville, and the *St. Clair* and *Brilliant* to patrol from Smithland to Shawneetown.

About this time, in compliance with your orders, I took charge of the Upper Ohio River, and proceeded to Cincinnati to fit out and arrange the three boats at that place, the *Moose*, *Reindeer*, and *Victory*. I had scarcely got them fitted out, and the crews on board, before they were called into active service.

On the 8th of July news reached Cincinnati that Morgan had struck the Ohio River at Brandenburg, and had captured two steamers, the *John T. McCombs* and the *Alice Dean*. I got underway at once with the *Moose* and *Victory* and moved down.

I had just sent the *Reindeer* above to Parkersburg to assist the *Naumkeag* over the shoals, a few hours before I heard of Morgan. Before leaving Cincinnati, however, I telegraphed to Evansville for the *Fairplay* and *Silver Lake* to move up the river at once.

On reaching Louisville, I learned that it was not a mere detachment of Morgan's forces that had struck the river, but his entire command, numbering something near 6,000 men. Shoal as the water was, I pushed on over the falls without delay with the two boats.

At New Albany I found the *Springfield* just returned from below, and taking her in tow pushed on down to Brandenburg, reaching there the 9th instant; but before I got there Morgan had succeeded in getting across into Indiana and had moved off from the river.

The *Fairplay* and *Silver Lake* also reached Brandenburg the same evening.

The *Springfield* had the patrol from Louisville to Evansville, but the news was that Morgan was marching on Louisville; consequently the *Springfield* remained at Portland, [Ky.], at the foot of the canal.

As soon as Acting Ensign [Joseph] Watson got word that the enemy was on the river below, he at once moved down. While approaching the town of Brandenburg he was fired on by heavy forces of infantry from the Indiana side, but did not stop to engage them. When within about a mile of the town the enemy opened fire from a battery

of two rifled guns on a high hill near the court-house and two other smaller guns lower down.

There was also a gun planted on the Indiana side. He engaged these two guns on the hill for an hour and a half, firing deliberately, but apparently without success; he accordingly withdrew and lay a short distance above till two transports of infantry, about 500, arrived from Louisville; he then engaged the batteries again, but not being supported by the land forces, and being entirely alone on the water, he could not dislodge the enemy and was consequently forced to retire the second time; this time he returned to Louisville to communicate with me and to convoy back some steamers that had started down.

Although the *Springfield* received no injury, her commanding officer did not deem it prudent to run the batteries alone for the purpose of trying to recapture the two steamers, as by thus doing he ran, himself, great risks of being disabled; besides, had he passed the battery in safety his vessel had not the speed to catch either of the others. The rebels could have run them below and burned them before he could have come within reach, or had they been so disposed they could (protected as they were by large hogsheads of tobacco) have run him down or boarded him with overwhelming numbers. I therefore think he acted very prudently in remaining above the batteries, where he had some little support from the transports with the infantry on board.

Not knowing which direction Morgan had taken, I sent the *Fairplay* and *Silver Lake* to patrol from Leavenworth, [Ind.] up to Brandenburg during the night, and the *Victory* and *Springfield* to patrol from Louisville down.

Next morning, learning that Morgan was moving north, I sent the *Springfield* and *Victory* above Louisville, and followed soon after myself. The *Fairplay* and *Silver Lake* moved up to patrol between Louisville and Cannelton.

The *Victory* and *Springfield*, on their patrol above, intercepted a portion of Morgan's forces at Twelve Mile Island trying to get across to reinforce him. This force was reported to number 1,500. Out of this number 45 succeeded in getting across, 39 were held on the island and taken prisoners by infantry forces coming up after the gunboats, some few were drowned, and the rest driven back.

The *Reindeer* and *Naumkeag* having joined me, I now continued the chase, keeping as near on Morgan's right flank as I possibly could; keeping boats both ahead and in his rear guarding all the accessible fords. After reaching Cincinnati Major-General Burnside sent another steamer with me, the *Magnolia*, armed and protected by cotton bales. I afterwards had the cotton removed from the *Magnolia* and placed on a lighter steamer, the *Alleghany Belle*. Pilot John Sebastian had command of this latter-mentioned steamer.

With these six boats, the *Moose*, *Reindeer*, *Victory*, *Springfield*, *Naumkeag*, and *Allegheny Belle*, the chase was continued till its termination on the 19th of July.

This might have been considered an extravagant use of boats, but the river was so low and fords so numerous that a less number might not have met with such a favorable result.

At times Morgan would be, as it were, in the center of a circle, with the river running around him, so that by marching but a few

miles in either direction he could strike some six or eight very good fords, while to run by river these fords were nearly a day's run apart; therefore, to prevent his crossing required a considerable number of boats, and they, too, had to be kept on the alert.

During the night of the 18th of July the boats were posted as follows: The *Moose* lay at the foot of Buffington Island, at Sand Creek Bar; the *Reindeer* was guarding Goose Island crossing; the *Naumkeag* was at Eight Mile Island, guarding the ford; the *Victory* and *Springfield* were guarding Pomeroy, Wolf's Shoals, and Belleville crossing, my line at this time being necessarily about 40 miles long to guard all the fords in Morgan's reach.

About 2 a. m., the 19th instant, I got underway and moved over Sand Creek Shoals, intending to move up close to the foot of the island, but a very dense fog setting in prevented me from getting quite as high up as I wished. About 7 a. m. I heard musketry on my port bow and a little ahead. Thick as the fog was I at once got up anchor and, feeling the way up, managed to get into the chute between the island and the mainland. Getting fairly in the chute the fog lifted, when I saw a portion of Morgan's force coming down the river just on the edge of the bank at full speed, as though they were making a charge. They had with them two pieces of artillery, which I think was their intention to place at the head of the chute to prevent my getting through. I at once opened fire on this squad with the two bow guns, when they wheeled and took back up the river again.

Pushing through as fast as possible I got above the head of the island and nearly opposite the enemy's left flank, when I again opened fire from the broadside guns. A few shell were thrown at us, but their aim was very bad; they either went over or burst short and a little ahead. They again broke and moved farther up the river. The next I saw of them the head of their column came down a steep ravine and broke into the river. I threw one shell at the head of this column, which by this time had got nearly a third across; they immediately put back. I by this time had got so close upon them that they could not get back up the ravine again, but were compelled to take right up the beach, the bank being too steep for them to climb it here; nearly the entire force was moving in hasty retreat in a line leading directly from me, hemmed in by the high bank on one side and the river on the other. Finding our shell and shrapnel too uncomfortable for them to keep this position, they broke in the greatest confusion, threw away their arms, abandoned their booty, and, leaving buggies, carriages, and two pieces of artillery standing on the beach, took to the woods.

I could not land the steamer at this place, so I stopped long enough to send a boat on shore to take possession of the artillery, and leave direction for the steamer *Imperial*, which had been with me as a dispatch boat, to haul the pieces farther down the river, and take them on board.

Early in the morning the *Alleghany Belle* came up and joined me at the foot of Buffington, and in going through the chute, I directed Pilot Sebastian to keep close to me, so that in case the *Moose* was disabled he could take hold of her and pull her out, or tow her through.

The *Alleghany Belle* therefore opened fire on the enemy also, as soon as we got out of the chute where she had room to fire clear of us.

Moving on up the river with the *Moose* and the *Alleghany Belle*, followed by General Scammon's forces on transports, we again fell in with another squad of about four or five hundred trying to cross. We shelled the most of them back, killing and drowning a good many, judging from the number of horses left standing in the river and on each shore, and the number of garments floating by us; some, however, about forty, succeeded in reaching the Virginia shore.

Moving on up about fourteen miles above, we again saw another small squad, not to exceed thirty, break into the river and get across. The water was so shoal and swift that I was not able to get within reach of them, consequently did not fire. These rascals, after getting across, hid their horses in the brush, and, creeping down a ravine filled with willows, awaited till we came up. Just as we were passing about twenty yards of them, they fired two volleys into us, but did but little damage, only wounding one man slightly on the *Moose* and one on the *Alleghany Belle*. Our starboard guns, not having been fired, were loaded with 1-second shrapnel; consequently they received a return fire soon and with more effect than they anticipated, as nine out of the number were left dead in the ravine; others must have been wounded and carried off.

This was the last attempt the scattered rebels made to cross the river. All that were then left of them broke from the river and, headed by Morgan himself, made for the interior again.

During the night of the 18th, General Scammon's forces lay on the transports, tied up on the Virginia side, just below the foot of Buffington Island, and, I believe, landed in the morning and marched up that side of the river. He afterwards went up in company with the gunboats.

I know nothing about the part Generals [H. M.] Judah, [E. H.] Hobson, and [J. M.] Shackelford took in the fight, nor the exact position of the enemy, as I was unable to see well over the top of the bank.

I was told, though, that during the first part of the engagement General Judah lost a fieldpiece, but afterwards regained it, and that the enemy formed in line of battle three times, each time with his right wing resting against the hills, and his left on the river.

I was also told by prisoners taken that few shots were fired from Morgan's batteries after we opened fire along their lines, and that they soon broke when we got on the left flank.

I regretted, both for their sakes and my own, that the shape of the river was such as to have prevented the other boats from being there and engaging in the fight also.

The river being very shoal and still falling, I was compelled to move below Buffington Island again that night. Next day I moved on down the river, leaving the *Alleghany Belle* above to patrol for a day or two longer.

After convoying the transports and prisoners back to Cincinnati, I sent the *Naumkeag* to Cairo for duty below, and after the *Springfield*, *Silver Lake*, and *Fairplay* had undergone such repairs as were absolutely necessary, they were sent back to their regular patrols.

The *Springfield* and *St. Clair* were ordered down the Mississippi on the 15th of September, and on the 21st of October the entire division, with the exception of the *Fairplay*, started down for Smithland to convoy supplies again to the Army of the Cumberland. The *Fairplay* was left behind in consequence of the water being too shoal for her to get down the river.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. GUNBOAT FAIRPLAY, *September 11, 1862.*

SIR: You will take charge of the steamer *Cordelia Ann* and proceed up the river as far as Caseyville. In approaching Caseyville, be particular to keep your men hid from observation, and use every precaution to disguise the true character of the boat and expedition.

Should you be fired into at Caseyville, or any resistance offered, destroy the place at once. You are authorized to make arrests of such persons as you may, in your own judgment, deem proper, yet avoid, as far as possible, taking any one as prisoner of war who may belong to any guerrilla band or party.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant, Commanding, and Executive Officer, Flotilla.

Second Master GEO. J. GROVES,
U. S. Gunboat Fairplay, Ohio River.

Letter from Commodore Davis, U. S. Navy, to Abram Cook, esq., acknowledging letter containing project for destruction of gunboats.

U. S. NAVAL DEPOT,
Cairo, August 24, 1862.

SIR: I have received your note of the 11th instant. The destruction of the *Arkansas* has anticipated your project.

Very respectfully, your obedient servant,

C. H. DAVIS,
Commodore, Commanding Western Flotilla.

ABRAM COOK,
Davenport, Iowa.

Order of Commodore Davis, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, to proceed to St. Louis and Cincinnati to inspect vessels for purchase.

NAVAL DEPOT,
Cairo, August 26, 1862.

SIR: As soon as you can possibly be spared from the duties of your office you will proceed to St. Louis and Cincinnati and make a careful examination of all classes of steamboats suited for service in the Upper Ohio, Cumberland, and Tennessee rivers and in the

lower tributaries of the Mississippi, and suited, at the same time, to receive the kind of protection which is necessary for the safe conduct of that service.

You are so perfectly well acquainted, through personal experience and otherwise, with the nature of the service in which these boats are to be engaged, and of the defense required, that it is unnecessary for me to enlarge upon the subjects.

The special object of your examination will be to obtain such information, with regard to the capacity, draft, deck room, speed, and upper accommodations, as will serve as a guide to General Curtis and myself in the selection of these vessels for special service.

You will please report to me the results of your examination, classifying as far as possible the steamer described.

Very respectfully, your obedient servant,

C. H. DAVIS,

Commodore, Commanding Western Flotilla.

Commander and Fleet Captain A. M. PENNOCK,

Naval Depot, Cairo, Ill.

Request of Commodore Davis, U. S. Navy, to Captain Scribner, commanding U. S. ram Queen of the West, to assist in convoying exchanged prisoners.

U. S. NAVAL DEPOT,

Cairo, August 26, 1862.

SIR: I will thank you to keep me company down the river as a part of the convoy employed in transporting the exchanged prisoners to Vicksburg.

Your compliance with this request will be perfectly agreeable to your commander-in-chief, Colonel Ellet, between whom and myself there exists a satisfactory understanding and the habit of cooperation.

Very respectfully, your obedient servant,

C. H. DAVIS,

Commodore, Commanding Western Flotilla.

Captain BRADFORD E. SCRIBNER,

Commanding U. S. Ram Queen of the West.

Report of Commodore Davis, U. S. Navy, transmitting tabular statement of vessels and their armament.

OFFICE U. S. GUNBOAT FLOTILLA,

Cairo, August 26, 1862.

SIR: In obedience to your order of August the 20th, I have the honor to transmit herewith a tabular statement of the vessels of the Western Flotilla, with their armament, tonnage, and origin.

Very respectfully, your obedient servant,

C. H. DAVIS,

Commodore, Comdg. U. S. Naval Forces on Western Waters.

Hon. GIDEON WELLES,

Secretary of the Navy.

Tonnage and present battery of gunboats of Western Flotilla, August, 1862.

Name.	Tonnage.	Howitzers.			32-pdrs.			42-pdr. army rifle, 80-cwt.	8-in., 63-cwt.	9-in., 90-cwt.	10-in., 12,000 lbs.	30-pdr. Parrot rifle.	30-pdr. Dahlgren rifle.	50-pdr. Dahlgren rifle.	Guns.	Remarks.
		Rifle, 12-pdr.	Smooth, 12-pdr.	24-pdr.	33-cwt.	42-cwt.	60-cwt.									
Benton ¹	1,000	1				8		4		2				2	16	Ironclad.
Carondelet ²	512	1						1	4				1	1	13	Partially iron-clad.
St. Louis ²	512	1				6		3					2		13	Do.
Pittsburg ²	512	1				6		2	3			2			13	Do.
Louisville ²	512	1				6		2	3			2			13	Do.
Mound City ²	512	1				6		2	3			1		1	13	Do.
Cairo ²	512	1				6		3	3			1			13	Do.
Cincinnati ²	512	1				6		2	3			2			13	Do.
Essex ¹	1,000		1				1			3	1			2	7	Ram and gunboat, iron-clad.
Conestoga ¹	400	1				4									4	Wood bulwarks.
Lexington ¹	500		1			1			4			2			7	Do.
Tyler ¹	600		1						6			3			9	Do.
Eastport ²	700	2										2		2	8	Ram and gunboat, iron-clad.
General Bragg ²	700	1				1						1			2	Ram and gunboat, partially ironclad.
Sumter ²	400					1	1								2	Do.
General Sterling Price ²	400															Do.
Little Rebel ²	125	2										1			3	Do.
Alfred Robb ⁴	75		4												4	Wood.
General Pillow ⁴	50		2												2	Do.
Fort Henry ¹	1,000															Ram and gunboat.
Choctaw ¹	1,000		1													Do.
Great Western ¹	800															Ordnance boat.
Judge Torrence ¹	600		1													Ordnance boat, mortars.
Total.....		6	18	1	4	57	1	18	32	5	1	17	3	8	155	

¹ Purchased steamboats and altered.

² Constructed under contract.

³ Captured.

⁴ Captured steamboats altered to gunboats.

N. B. 1.—*General Sterling Price* undergoing repairs. *Fort Henry* and *Choctaw* in process of alteration; batteries not determined.

N. B. 2.—There are two new steamers purchased and being altered in St. Louis. They are not yet named or batteries determined.

N. B. 3.—No account is taken here of the gunboats now being built under contract at St. Louis, Mound City, New Albany, Cincinnati, and Pittsburg.

N. B. 4.—The ordnance steamers *Judge Torrence* and *Great Western* accompany the fleet.

Respectfully,

J. P. SANDFORD,
Ordnance Officer, Flotilla.

Report of Commodore Davis, U. S. Navy, speaking in highest commendation of Lieutenant-Commander Phelps.

CONFIDENTIAL.] OFFICE U. S. GUNBOAT FLOTILLA,
Cairo, August 27, 1862.

SIR: It is important that the Department should be acquainted with those officers who are most to be relied upon for the performance

of responsible duties on account of natural abilities and professional attainments.

I, therefore, am fulfilling a duty only in saying to the Department that Lieutenant-Commander Phelps is such an officer.

His reports, which I send to-day, exhibit a fine illustration of his mind and character. They are simple, concise, and yet full, and they show clearness of view and purpose, energy, and prudence. This expedition has occasioned a loss to the rebels of certainly \$300,000, and perhaps half a million of dollars; yet the mind of the writer of the reports is too intent upon the public service to look at the results from this point of view.

Lieutenant-Commander Phelps is well known to the Department by his services in the Tennessee. He is, however, a growing and improving character, and the experiences of the passing day add to his power and means of usefulness.

If the Department should adopt a suggestion (which I shall have the honor to make at the proper time) of dividing the Mississippi River into sections, and assigning those sections as separate commands, under one commander-in-chief, I should recommend that the command of one of these sections be given to Lieutenant-Commander Phelps. His knowledge of these Western waters makes this the fittest station on which he can be employed.

Very respectfully, your most obedient servant,

C. H. DAVIS,

Commodore, Comdg. U. S. Naval Forces on Western Waters.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from Commodore Davis, U. S. Navy, to Captain Lazelle, U. S. Army, in reference to convoy.

AUGUST 27, [1862].

SIR: I have the honor to acknowledge the receipt of your communication of to-day and its accompanying documents.

I will, with the greatest readiness, furnish the convoy required and accompany you myself as far as Helena, if not farther.

The details of this convoy can be arranged between us in conversation.

I am, very respectfully, your most obedient servant,

CHARLES H. DAVIS,

Commodore.

Captain H. M. LAZELLE, U. S. Army,

Agent for the Exchange of Prisoners of War, Cairo, Ill.

Directions for sailing in convoy issued by Commodore Davis and Captain Lazelle jointly.

1. The vessels of the convoy will keep together.
2. The gunboat *Eastport* will lead the advance and the armed ram *Queen of the West* will bring up the rear.
3. The transports will not go ahead of the *Eastport* nor drop astern of the *Queen of the West*.

4. A signal indicating distress or want of assistance will be in the daytime the ensign union down, hoisted in a conspicuous place, and in the night the quick ringing of the bell and firing of a rocket.

5. At night the lights usually carried in the river will be shown at their ordinary places.

6. The ensign hoisted at the main on board the flagship will indicate that it is the intention of the commander-in-chief to stop, either to communicate or to anchor. And when the ensign is so hoisted the *Queen of the West* and transports will follow the motions of the flagship without further instructions.

7. The blowing of the whistle in the usual way will be the signal for any vessel of the convoy that may desire to communicate with the flagship.

C. H. DAVIS,
Commodore, Commanding Western Flotilla.
H. M. LAZELLE,
Captain, Eighth Infantry, U. S. Army.

CAIRO, August 28.

Letter from Brigadier-General Quinby, U. S. Army, to Commodore Davis, U. S. Navy, responding to request for fragments of burst Confederate guns.

HEADQUARTERS DISTRICT OF THE MISSISSIPPI,
Columbus, Ky., August 28, 1862.

COMMODORE: Your application requesting the fragments of several of the rebel guns which were destroyed by bursting at Columbus and Island No. 10 is approved, and the military commandants at those points are hereby instructed to deliver them to any party whom you may authorize to call for them.

I am, commodore, very respectfully, your obedient servant,

I. F. QUINBY,

Brigadier-General, Volunteers, Commanding District.

Commodore C. H. DAVIS,
Commanding Western Flotilla.

Expedition from Helena to Eunice, Ark., for the capture of a wharf boat, August 28 to September 3, 1862.

Report of Lieutenant Thompson, U. S. Navy, commanding U. S. S. Pittsburg.

U. S. GUNBOAT PITTSBURG,
Off Helena, Ark., September 8, 1862.

SIR: I respectfully make the following report of the capture of a wharf boat at Eunice, Ark.

In pursuance of orders to convoy two steamers down the river to capture a wharf boat at Eunice, Ark., I left here the morning of the 28th ultimo, each steamer having on board a detail of about 100 men from the army and one piece of field artillery.

Having heard that the rebels had been erecting a battery at or near Montgomery Point, which is near White River, and reaching that

point toward evening, I anchored about sunset 7 or 8 miles above, with the transports to reconnoiter in the morning before proceeding down the river.

After dark a contraband was brought on board and gave information of an encampment of rebel soldiers, some 200 or 300 strong, below us on the Mississippi side, and concealed from view by the woods.

According to an arrangement with the officer in command of guard to capture the camp, I dropped down at early daylight and shelled the position of their camp pointed out by the contraband. Getting no reply from them, dropped on down, continuing shelling the woods.

Arriving at Carson's Landing, a mile or so below, and a favorable point for disembarkation, the transports landed under cover of our guns and visited the camp.

They found our shells had landed in their camp and dispersed them, leaving behind their prepared breakfast, some side arms, saddles, and even hats, which their hot haste prevented their taking. A portion of our forces fell in with a small band of rebels in a cornfield, from which they fled precipitately upon being fired into, several jumping from and leaving behind their horses, with side arms, etc., attached, which fell into the hands of our troops, as did also 2 prisoners.

None of our forces were injured, and a couple of the rebels were seen to fall or jump from their horses.

A wagon containing camp tents and one containing tin vessels, which the negro gave information of, had disappeared; a dozen or more sabers, some saddles, and seven or eight horses, were captured.

At 10:45 a. m. left Carson's Landing and continued down the river, arriving at Montgomery Point and seeing no indication of a battery. The transports landed some men under cover of our guns to reconnoiter, but discovering nothing, we proceeded on down the river to our point of destination, Eunice, and seized the wharf boat. She was fitted up in handsome style for a hotel, and is a serviceable prize. She is about 220 feet long and 45 feet beam; in good repair; in the second story she has finely furnished apartments. She is said to have belonged to Martin and Wade, and intended to be used as a hotel at the termination of the Mississippi and Red River Railroad.

Without any interruption or useless delay the prize was taken in tow between the two transports, and we proceeded on our way up the river, no armed men showing themselves along its banks until when near Bolivar, in the vicinity of which, some 7 or 8 miles back, it is reported a considerable force of rebels was encamped. A considerable squad of horsemen appeared on the Mississippi side of the river below Bolivar Landing, but were quickly dispersed on our throwing two or three shells amongst them; they evidently thought they were beyond our range. We met with no interruption on our way up, and arrived here on the evening of the 2d instant.

The wharf boat is now occupied by the quartermaster's department of the army at this point, under General Steele.

Very respectfully, your obedient servant,

EGBERT THOMPSON,
Lieutenant, Commanding.

Commodore CHAS. H. DAVIS, U. S. Navy,
Commanding Western Flotilla.

Report of Lieutenant-Colonel Raynor, commanding Fifty-sixth Ohio Infantry.

HEADQUARTERS FIFTY-SIXTH REGIMENT OHIO VOLUNTEERS,
Helena, Ark., September 3, 1862.

SIR: On the evening of Wednesday, August 27, I was ordered (verbally) by General Curtis to take command of 200 infantry of the Fifty-sixth Ohio and two 12-pounder howitzers of the First Iowa Battery, place them on the steamers *White Cloud* and *Iatan*, and, under convoy of the gunboat *Pittsburg*, proceeded with them down the Mississippi to a point called Eunice, in Arkansas, and there take possession of a large wharf boat and tow it up to Helena. Also to annoy the enemy and obtain whatever information concerning them that I could.

The steamers not being ready until Thursday morning, they were embarked and proceeded down the river. At Robert's Landing a Mrs. Manley was taken on board by orders from General Curtis. At night the pilots were unable to run, and we were compelled to anchor. The first night we reached Carson's Landing. Here a negro came off to us during the night and reported, "Solgers ober dar." I ascertained from him that a force of the enemy, numbering from 200 to 300, were encamped between 1 and 2 miles from the river. The next morning, Friday, at daylight, the *Pittsburg* shelled the shore. As soon as she commenced firing I landed 175 men and one piece (leaving 25 men and one piece as a guard on the boats), and marched out, near 2 miles, to where the rebels were encamped. They had discovered the fleet on its way down and while at anchor, and believing they were the object of the expedition (as I afterwards learned), made haste during the night to remove their stores and equipage, but remained behind themselves to fight; but our appearance and one volley induced them to believe the locality unhealthy, and they left it in a hurry; nor could we induce them to stop, although the most persuasive messengers, in the shape of Enfield balls, were sent after them. Hats, sabers, pistols, holsters, and saddle bags were dropped in their rapid flight. Some, to hide the better in the brush, left their horses, 9 of which we captured. If any were killed or wounded we were unable to find them in the weeds and cane.

A part of my force, consisting of 50 men of Company A, Captain Manring, was sent to stir up a small nest of guerrillas near. They killed 1 man and think they wounded another. We had not a man hurt. Captured 1 prisoner (J. G. Underwood, private, Company H, Twenty-eighth Mississippi Volunteers), 1 tent, 1 tent fly, about 30 sabers, 10 shotguns, 3 Mississippi rifles, cartload of meat, 2 mules, case of surgical instruments, 12 saddles, and 9 horses, all of which have been turned over to the proper authorities. A small quantity of cotton was found, which was confiscated and placed in charge of Mr. Eddy of the quartermaster's department. A soldier of the First (rebel) Missouri Regiment named Dunaway gave himself up voluntarily, saying he had deserted from Vicksburg and made his way this far up the river. About noon got all aboard and continued on down the stream.

I had been ordered to look for a battery of 2 guns at Montgomery Point. Landed at the point and thoroughly searched the neighborhood, and ascertained that a road had been cut through the woods

to Scrub Grass Bend, but that the cannon (two pieces) were yet at Prairie Landing on White River, but were soon expected down to be placed in position in Scrub Grass Bend.

Wherever we had any reason to expect the presence of the enemy I landed and scoured the woods and country; but having no cavalry caused great delay and permitted the guerrillas to escape. After Carson's Landing we could not get nearer than a half mile or see much more than a cloud of dust.

Our progress was so much delayed by the slowness of the gunboat and being compelled to anchor every night that the wharf boat at Eunice Landing was not reached until Saturday about noon, when the transports took the wharf boat in tow and started on our return. At Eunice I arrested a Mr. Nelson who, it was reported, had been using his influence and money in assisting the rebellion, and had on more than one occasion mounted his horse and rode for days with guerrilla parties. We also brought away the watchman on the wharf boat, a John McDonald, who claims to be a British subject.

Sunday morning Mrs. Manley was taken aboard near Bolivar Landing. From her and also from other sources I learned that Colonel Starke has a brigade from Van Dorn's army now encamped on Bolivar Lake, with four or six pieces of artillery, and was daily expecting reinforcement with a 30-pounder gun. This force now on the lake is represented as high as 3,000 and as low as 1,800. It was a part of his command that we met at Carson's Landing.

The wharf boat being very large and heavy she towed very hard and slow, and the expedition only returned this (Wednesday, September 3) morning, being out six days. Our orders were for four days' rations, consequently the meat captured was partly eaten. The wharf boat and contents have been turned over to Quartermaster Winslow, the mules and horses to Quartermaster H. B. Hunt, and the prisoners to the provost-marshal.

All of which is respectfully submitted.

W. H. RAYNOR,

Commanding Fifty-sixth Ohio Volunteers and Expedition.

ASSISTANT ADJUTANT-GENERAL,

Army of the Southwest.

General order of Commodore Davis, U. S. Navy.

GUNBOAT EASTPORT,

Columbus, Mississippi River, August 28, 1862.

Hereafter all vessels under my command, whether vessels of war, transports, mail boats, hospital boats, commissary and ordnance boats, tugs, or vessels employed in the services of the squadron, will strictly observe the following rules at this station:

1. In the daytime vessels will keep their ensign hoisted while passing Columbus, will pass within hail of the wharf boat, and will, if hailed or otherwise notified to stop, slow down and communicate with the shore. They will consider themselves under the orders of General Quinby for the prompt execution of any service he may assign them; and they will comply with the requests of the colonel commanding the post in all matters relating to the public service.

2. In the nighttime the vessels under my command will swing backward and forward by hand a green lantern, and will follow the rules prescribed in 1, in relation to communication and service.

[C. H. DAVIS,]

Commodore, Commanding Western Flotilla.

Letter from Commodore Davis, U. S. Navy, to Captain Lazelle, U. S. Army, regarding a stop at Memphis for coal for the transports under convoy.

GUNBOAT EASTPORT,

Mississippi River, August 29, 1862.

CAPTAIN: It will suit my convenience to stop at Memphis for coal for the transports.

I am anxious to communicate with the naval and military commanders at that place.

I regret this detention very much, and can hardly excuse the pilots, who tell me that there is water enough, but that they got on one side of the channel.

With high regard and respect, I have the honor to be, your most obedient servant,

C. H. DAVIS,

Commodore, Commanding Western Flotilla.

Captain H. M. LAZELLE,
Eighth Infantry, U. S. Army.

Report of a board of survey on mortar boats.

CAIRO, ILL., August 29, 1862.

SIR: In obedience to your order of the 26th instant, "to hold a strict and careful survey upon the fleet of mortar boats now lying in the bend above this place," we have to report that we find 28 boats or floats. The magazine holds of all of them are filled with water, and some of them are so water-logged that the decks are sunk flush with the water; none of them is in a proper condition for service, and would require docking, sheathing, and calking. The cost of repairs to them to render them properly fit for service would be such that, under the circumstances of there appearing to be no prospective demand for their use, that we recommend that all but five, or as many as you may deem best, be dismantled and broken up.

The mortars to be sent to St. Louis Arsenal for storage.

Very respectfully, your obedient servants,

H. WALKE,

Captain, U. S. Navy,

J. P. SANFORD, U. S. Navy,

Ordnance Officer, Flotilla.

ROMEO FRIGANZA,

Master Joiner.

C. F. KENDALL,

Master Carpenter.

Commander CHARLES H. DAVIS,

Commanding Western Flotilla, Cairo, Ill.

Order of Commodore Davis, U. S. Navy, to the commanding officer of ram Queen of the West regarding flag of truce.

GUNBOAT EASTPORT,
Mississippi River, August 30, 1862.

SIR: I send you material for a flag of truce which, when made, you will hoist in a conspicuous place on board of *Queen of the West* and keep it flying while in convoy.

Very respectfully, your obedient servant,

C. H. DAVIS,

Commodore, Commanding Western Flotilla.

Captain BRADFORD SCRIBNER,

Commanding Ram Queen of the West.

Order of Commodore Davis, U. S. Navy, to the commanding officer of U. S. S. De Soto regarding flag of truce.

GUNBOAT EASTPORT,
Mississippi River, August 30, 1862.

The commander-in-chief will thank the captain of the *De Soto* to hoist the accompanying flag of truce in a conspicuous place and keep it up until reaching Helena, as soon as made up.

Letter from Commodore Davis, U. S. Navy, to Phinis R. Starr, appointing him a fourth master.

GUNBOAT EASTPORT,
Mississippi River, August 30, 1862.

SIR: In consequence of the activity and intelligence and unwearied zeal displayed by yourself last night in getting the ship off after she had grounded, under the direction of Lieutenant Hoel, the first lieutenant of the vessel, I have the pleasure to enclose to you your appointment as fourth master, and I hope that your conduct will continue to merit further advancement.

Very respectfully, your obedient servant,

C. H. DAVIS,

Commodore, Commanding Western Flotilla.

Fourth Master PHINIS R. STARR.

Letter from Commodore Davis, U. S. Navy, to Captain Lazelle, U. S. Army, regarding the hoisting of flag of truce on the transports under convoy.

GUNBOAT EASTPORT,
Mississippi River, August 30, 1862.

CAPTAIN: I think the time has come for hoisting a flag of truce, which will be carried to Vicksburg.

I send you the material for four white flags, and I have respectfully to request that you will hoist them in a conspicuous place on the four transports under your command when made up.

With the highest respect and esteem, I have the honor to be, your most obedient servant,

C. H. DAVIS,

Commodore, Commanding Western Flotilla.

H. M. LAZELLE,

Captain, Eighth Infantry, U. S. Army.

*Report of the commanding officer of the U. S. transport W. B. Terry
of the capture of that vessel on the Tennessee River.*

AUGUST 31, 1862.

The above-named steamer left Paducah, Ky., Saturday, August 30, at 1 a. m., bound for Hamburg, Tenn., with a cargo of coal for the use of gunboats on the Tennessee River.

Arrived at foot of Duck River Sucks same day at dark, where we lay anchored in the middle of the river until daylight Sunday morning. Worked all day trying to get over the shoals without success. Finding it impossible to get over, concluded to return to Paducah and report. Started down about sundown, hoping to reach a safe anchorage before dark, but unfortunately missed the narrow and difficult channel and ran hard onto the lower ledge of rocks, under a bluff, high bank, with her stern only 20 feet from shore, and with less than 2 feet of water from boat to shore. Finding it impossible to get off without assistance, and being in hourly expectation of the arrival of steamer *Des Moines City*, which was to follow us up, thought best to await her arrival as long as there was any chance to save the boat and cargo, and then abandon and burn her, if necessary, to keep her out of the hands of the Confederates.

We had on board for the protection of the boat two 6-pounder Parrott rifled guns, with a sergeant and 6 gunners, and also 10 sharpshooters, all belonging to the Eighty-first Regiment of Ohio Volunteers. From our position the cannon were entirely useless, unless the enemy were within 50 feet of the boat. I sent out five of the sharpshooters as pickets, with instructions not to fire, but report immediately to me if they saw or heard any cause for alarm; and if they had obeyed orders I believe we could have destroyed the boat and guns; but the first intimation we had of attack was a discharge at daylight of about 200 guns into the broadside of the boat, many of the balls going entirely through and out at the opposite side. Not a single stateroom escaped being pierced through. Our pickets had fired on their reconnoiterers and then ran. This precipitated an attack by their whole force, which took us by surprise. From what I afterwards saw I put their force at 200, although they claimed to have a much larger force. I was in the after cabin when the firing commenced, and went immediately through the cabin and down the forward gangway onto the lower deck to see about the cannon. Before reaching the after deck, where they were placed, both were discharged and deserted without spiking. I found every man lying flat down behind the ice box and coal pile. I do not accuse them of

cowardice for this, because no set of men on earth could have loaded the guns in their exposed position amidst such a perfect hailstorm of bullets as was being poured through the cabins and deck. Their discharges were mingled with the wildest shouts I have ever heard. All of them were within 60 yards of the boat. Being satisfied that any further attempt at resistance would be worse than folly, and believing it my duty no longer to hazard the lives of my passengers and crew (not forgetting myself), I called with all the power of voice I could command for them to cease firing until I could show a flag of truce. I do not know that they heard me, but they did not cease firing. I then went up into and through the cabin, got a broom handle, put a small sheet on it, went out on the guard in front of them, and waved it. There were as many as 50 shots fired by them after I presented my extempore flag of truce, four of which went through it. Their officers say that they ordered firing to cease the moment the flag was shown, but that some of their men did not hear it and could not see the flag. Captains Napier and Algee came immediately on board and took formal possession in the name of the Confederate States of America.

All forces were then set at work throwing overboard the coal and everything that would lighten her, and in a few hours succeeded in hauling her over the rocks. They used her that evening to ferry some troops across the river, and the next morning stripped her of all furniture and stores and burned her about 10 o'clock. The *Terry* had 8 officers, including myself. Her deck and cabin crew numbered 17 (all negroes), and we had 5 passengers, all of whom, with officers and crew, were taken prisoners. The soldiers were taken, excepting two of the pickets, who are missing (probably in the woods). The passengers were immediately paroled. My officers and myself were detained to work the boat until she was burned. We were then paroled and allowed to construct a raft out of the spars and stages and turned loose on the river, without provisions of any kind, to make our way to Fort Henry as best we could.

In the attack there was none killed, unless it might possibly be the two missing pickets. One passenger was seriously wounded in the knee; another, the only lady passenger, received a painful, though not dangerous, wound in her thigh. One of the gunners and one negro received two wounds each, not dangerous. The soldiers and negroes, some of whom were free, were all sent back in the country immediately after capture. With Captains Napier and Algee we have no fault to find while prisoners with them. They treated us gentlemanly and respected our rights to private property of all kinds, but some of their men pilfered much of our clothing that was not under lock and key.

LEONARD G. KLINCK,

Master U. S. Transport Steamer W. B. Terry at time of capture.

[Telegram.]

CAIRO, ILL., August 31, 1862—9:30 p. m.

(Received September 1.)

Prize steamer *Fairplay* arrived with arms and ammunition. Commanding general of this post urges his great need of the arms at this

point. Have I authority to deliver them to him? I have ordered an appointment. Please answer immediately.

A. M. PENNOCK.

HON. GIDEON WELLES.

Letter from Commodore Davis, U. S. Navy, to Captain Lazelle, U. S. Army, regarding the impaired condition of the flagship.

FLAGSHIP EASTPORT,
Island 30, September 1, 1862.

CAPTAIN: After getting steam up this morning the boilers began to leak freely and it was necessary to let off the steam and let the water out of the boilers to ascertain the nature of the defect. The boilers are not sufficiently cool yet to admit of examination.

I will let you know the real state of things as soon as it is ascertained; in the meantime, the boats are out sounding.

With the highest regard and esteem, your most obedient servant,

C. H. DAVIS,
Commodore, Commanding Western Flotilla.

H. M. LAZELLE,
Captain, Eighth Infantry, U. S. Army.

Letter from Fleet Captain Pennock, U. S. Navy, to Commodore Hull, U. S. Navy, announcing arrival in St. Louis, under orders to examine vessels for purchase for the naval service.

ST. LOUIS, September 2, 1862.

SIR: I have the honor to report my arrival at this place in obedience to the orders of Commodore Davis, commanding Western Flotilla. The following is an extract of my order:

As soon as you can possibly be spared from the duties of your office you will proceed to St. Louis, Cincinnati, and Pittsburg and make a careful examination of all classes of steamers suited for service in the Upper Ohio, Tennessee, and Cumberland rivers and in the lower tributaries of the Mississippi River, and suited at the same time to receive the kind of protection which is necessary for the safe conduct of that service.

The especial object of your examination will be to obtain such information with regard to the capacity, draft, deck room, speed, and upper accommodations as will enable you to act for me, and to say to Commodore Hull, in my name, that the vessels selected by you, in conjunction with Mr. Hartt, will be suited to the service for which they are wanted.

You will please report to me the results of your examination, classifying, as far as possible, the steamers described.

As an emergency exists which requires prompt action, I would respectfully suggest that if suitable boats can be found that they be purchased at once, fitted and equipped at the most convenient point and with the least possible delay.

I would also respectfully suggest that the two boats which have been purchased for Commodore Davis's fleet, and are now lying at Carondelet, be pushed forward with extraordinary dispatch.

The services of all these boats are immediately required in the Ohio and Tennessee rivers.

I am prepared to man and officer these boats as soon as they are turned over to Commodore Davis.

I am, very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

Commodore J. B. HULL, U. S. Navy,
St. Louis, Mo.

Order of Commodore Davis, U. S. Navy, to Lieutenant-Commander Shirk, U. S. Navy, to proceed to Cairo for convoy duty.

FLAGSHIP EASTPORT,
Mississippi River, September 2, 1862.

SIR: You will make the best of your way to Cairo, and, after communicating with the commanding naval officer of that post, you will communicate also with the brigadier-general commanding that district and inform him that you are prepared to convoy the next detachment of troops.

Very respectfully, your obedient servant,

C. H. DAVIS,
Commodore, Commanding Western Flotilla.

Lieutenant-Commander J. W. SHIRK,
Commanding Lexington.

[Telegram.]

ST. LOUIS, MO.,
September 2, 1862—2:27 p. m. (Received 6 p. m.)

I have just received this telegram from Mr. Brown:

Governor Morton, of Indiana, requests me to inform you that it is very important to put the *Chillicothe* in commission here immediately.

Mr. Brown asks to take guns from Cincinnati for the *Chillicothe*. The ironwork of *Chillicothe* is done except port shutters. He can fit temporary ones. Captain Pennock is now here. He can send a crew at short notice. Shall I commission her as proposed?

In haste.

J. B. HULL.

SECRETARY OF NAVY.

[Telegram.]

NAVY DEPARTMENT, *September 3, 1862.*

The Department consents to have the *Chillicothe* put in commission immediately, as requested.

In conjunction with Governor Morton, you can make any arrangement the emergency requires.

GIDEON WELLES.

Commodore J. B. HULL, U. S. Navy,
St. Louis, Mo.

Letter from Commodore Hull, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding threatened attack upon the U. S. S. Chillicothe.

ST. LOUIS, Mo., *September 3, 1862.*

SIR: The gunboat *Chillicothe*, at Jeffersonville, being threatened with attack, I have to request you to send with all possible haste about fifty good men and an officer to take command of her temporarily.

I am, very respectfully,

J. B. HULL,

Commodore, Superintending U. S. Gunboats.

Commander A. M. PENNOCK,

Fleet Captain Mississippi Flotilla.

[Telegram.]

ST. LOUIS, *September 3, 1862.*

Send, as soon as possible, shells, cartridges, fuzes, and other articles necessary to use two XI-inch guns, to Jeffersonville for the gunboat *Chillicothe*.

J. B. HULL,

Commodore.

Commander J. M. BERRIEN,

Pittsburg.

[Telegram.]

ST. LOUIS, *September 3, 1862.*

An officer and 50 men have been ordered from Cairo for the *Chillicothe* and will be there as soon as possible. Go on with the preparations for the guns as fast as you can.

J. B. HULL,

Commodore.

Mr. JOSEPH BROWN,

Jeffersonville.

[Telegram.]

ST. LOUIS, Mo., *September 3, 1862.*

(Received 10:08 a. m.)

Have just received a dispatch from the contractor at Cincinnati saying that General Wallace has taken charge of the gunboat *Indianola* and that she will be launched to-morrow.

J. B. HULL.

HON. GIDEON WELLES,

Secretary Navy.

Report of Lieutenant-Commander Badger, U. S. Navy, proposing to arm the U. S. gunboats Indianola and Chillicothe.

BROADWAY HOTEL,
Cincinnati, September 4, 1862.

SIR: I enclose you copies of my orders. I shall proceed to arm the gunboats *Indianola* at this place and the *Chillicothe* at Jeffersonville. I telegraphed you to-day requesting two XI-inch guns to be sent to Jeffersonville. The *Indianola's* guns are on board, but there is no ammunition here. I have taken steps to procure it.

As I shall be at considerable expense for transportation, labor, etc., I would request you to inform me how these bills are to be paid. I presume the bills will be made in the usual form and approved by you. Will you be pleased to send me some blank forms of bills?

If the gunboats building at St. Louis will be soon ready for their armament, I should be glad to be informed of it, so as to have the guns, etc., here in time. I am not informed what number of guns you have on hand in St. Louis, or what equipment for them.

I shall be pleased to receive your orders at this place and will keep you informed of any change.

I am, sir, very respectfully, your obedient servant,

O. C. BADGER,

Lieutenant-Commander, Assistant Inspector Ordnance.

Commodore J. B. HULL,

Commanding Naval Office, St. Louis, Mo.

[Telegram.]

ST. LOUIS, September 4, 1862.

I will send two guns as soon as they can be got there. Ask Mr. Badger where he can get ammunition, and say to him, I wish him to do all that he can to equip the boat.

J. B. HULL, *Commodore.*

Constructor EDWD. HARTT,

Jeffersonville.

Report of Fleet Captain Pennock, U. S. Navy, regarding orders issued for movements of vessels.

U. S. NAVAL DEPOT,
Cairo, September 4, 1862.

SIR: I herewith enclose copy [of] a letter * addressed to me by Commodore Davis previous to his leaving this place.

Acting under this authority I have, at the request of Commodore Hull, detailed officers and men to temporarily take charge of the U. S. gunboat *Chillicothe*.

* See letter August 26, 1862.

I have directed Lieutenant Commanding Sanford to make that vessel as efficient as possible, and to cruise wherever he can be of the most service.

The water in the Ohio is at this time very low, and the scope of operations must necessarily be very limited.

I have sent to the Tennessee River a small captured steamer (*General Pillow*), armed with two 12-pounder howitzers.

I shall dispatch to-day the captured steamer *Robb*, armed with four 12-pounder howitzers.

I shall also send Lieutenant Commanding Fitch in the recently captured steamer *Fairplay*, armed with four 12-pounder howitzers, to cruise in the Lower Ohio.

I respectfully request that two lieutenants, junior to Lieutenant Commanding Fitch, may be ordered to report here for duty.

It is important that officers who have had experience be sent here for the purpose of drilling the volunteer officers who have just been appointed, and to make their vessels as efficient as possible.

Commodore Hull has purchased and is now equipping at St. Louis two vessels which, as soon as they are turned over to Flag-Officer Davis, I shall send wherever their services may be most required, either up the Ohio or Tennessee river.

At present the Cumberland River is not navigable.

I am, very respectfully, your most obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commodore Davis, U. S. Navy, announcing arrival near Helena with detachment of prisoners.

GUNBOAT EASTPORT,

Near Helena, Mississippi River, September 5, 1862.

SIR: I have the honor to inform you that I have arrived thus far with the first detachment of prisoners.

I have experienced considerable detention in consequence of the low state of the river; have been aground several times; and have not, I fear, escaped without injury to the vessel.

Very respectfully, your most obedient servant,

C. H. DAVIS,
Commodore, Comdg. U. S. Naval Forces on Western Waters.

HON. GIDEON WELLES,

Secretary of the Navy.

Letter from Commodore Davis, U. S. Navy, to Captain Lazelle, U. S. Army, regarding a probable detention of two days at Helena.

FLAGSHIP EASTPORT,
Helena, September 5, 1862.

CAPTAIN: My duty will detain me here one day at least, and perhaps two, during which time you will have ample opportunity to

obtain the medicine and provisions you require. I beg you, therefore, to run down to Helena, as you propose, supply yourself with whatever you may want for the remainder of the voyage, and report to me when you are ready to sail.

I have the honor to be, your obedient servant,

C. H. DAVIS,

Commodore, Commanding Mississippi Squadron.

H. M. LAZELLE,

Captain, Eighth Infantry, U. S. Army.

Letter of censure and dismissal from Commodore Davis, U. S. Navy, to Acting Master's Mate McAdam, U. S. Navy.

FLAGSHIP EASTPORT,

Memphis, September 5, 1862.

SIR: It has been reported to me by Captain Winslow that you have been engaged in kidnaping negroes within the lines of the United States Army and running them off to be returned to slavery. For this scandalous and dishonorable conduct you are hereby dismissed from service in the gunboat flotilla with disgrace.

I trust that under the arrest of General Sherman you will receive such other punishment as your criminal violation of the laws of the United States demand.

Very respectfully, your obedient servant,

C. H. DAVIS,

Commodore, Commanding Western Flotilla.

Master's Mate SIDNEY H. McADAM,

Gunboat St. Louis.

Order of Commodore Davis, U. S. Navy, to Lieutenant Blodgett, U. S. Navy, commanding U. S. S. Conestoga, regarding convoy duty.

FLAGSHIP EASTPORT,

Helena, September 5, 1862.

SIR: On your return to Cairo from St. Louis you will inform Brigadier-General Tuttle, commanding the district, that you are ready to convoy a portion of the prisoners now on their way to Vicksburg.

On your arrival at this place you will receive further orders.

Very respectfully, your obedient servant,

C. H. DAVIS,

Commodore, Commanding Western Flotilla.

Lieutenant Commanding GEO. M. BLODGETT,

Commanding Conestoga.

Letter from Commodore Davis, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, requesting that a ram be detailed to convoy prisoners to Vicksburg.

FLAGSHIP EASTPORT, September 5, 1862.

COLONEL: When I was called upon for a convoy of the transports containing prisoners from Cairo to Vicksburg, I had only with me this ship. I therefore requested Captain Scribner, of the ram *Queen of the West*, to keep company with the convoy as far as Helena.

I have now the pleasure to inform you that he has performed his service to my entire satisfaction, and to request that a ram may be detailed from your fleet to accompany this and the subsequent detachments of prisoners to Vicksburg.

Very respectfully, your obedient servant,

C. H. DAVIS,

Commodore, Commanding Western Flotilla.

Colonel ELLET,

Commanding Ram Fleet.

Order of Commodore Davis, U. S. Navy, to Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. Lexington, to carry a flag of truce while conveying prisoners.

FLAGSHIP EASTPORT, September 5, 1862.

SIR: You will please, while in convoy of prisoners, carry a flag of truce in a conspicuous place, and cause a flag of truce to be carried in a conspicuous place by all the vessels of your convoy of whatever description, whether forming part of the convoy at the time or not.

Very respectfully, your obedient servant,

C. H. DAVIS,

Commodore, Commanding Western Flotilla.

Captain J. W. SHIRK,

Lexington.

Letter from Commodore Hull, U. S. Navy, to Colonel Callender, U. S. Army, regarding ordnance supplies.

ST. LOUIS, September 5, 1862.

SIR: There is required for the use of the United States gunboats at Cincinnati and Jeffersonville, for each, 100 XI-inch shells and 10 barrels of cannon powder, to be sent to the care of U. S. N. Ordnance Officer O. C. Badger, at Jeffersonville.

Very respectfully,

J. B. HULL,

Commodore.

Colonel F. D. CALLENDER,

U. S. Arsenal, St. Louis.

Order of Commodore Hull, U. S. Navy, to Lieutenant-Commander Badger, U. S. Navy, regarding ordnance supplies and equipment for vessels.

ST. LOUIS, September 5, 1862.

SIR: I have received your dispatch from Cincinnati informing me of your orders.

You will remain on the Ohio River as long as the present necessity requires your presence and use all efforts to equip the boats at Cincinnati and Jeffersonville. I wish you to ascertain the quantity of ordnance equipments, guns, etc., now at the different places for the boats.

I have ordered two XI-inch guns to be sent from here to the *Chillicothe*, and have made a requisition on the arsenal here for 200 XI-inch shells and 20 barrels of cannon powder, one-half of which is for each boat, but we have no fuzes or primers.

Very respectfully,

J. B. HULL,
Commodore.

Lieut. Commander O. C. BADGER, U. S. Navy,
Jeffersonville.

Report of Commodore Davis, U. S. Navy, transmitting copies of instructions to Commander Porter, U. S. Navy.

GUNBOAT EASTPORT,
Helena, September 6, 1862.

SIR: I have the honor to transmit to you copies of my instructions* to Commander W. D. Porter before I left Vicksburg and after the communication was cut off between the *Essex* and the flagship.

Very respectfully, your obedient servant,

C. H. DAVIS,
Commodore, Comdg. U. S. Naval Forces on Western Waters.

HON. GIDEON WELLES,
Secretary of the Navy.

Instructions from Commodore Davis, U. S. Navy, to Commander Dove, U. S. Navy, regarding convoy duty.

FLAGSHIP EASTPORT,
Helena, September 6, 1862.

SIR: You are hereby directed to take charge of the prisoners under the command of Captain Lazelle, contained in the fast transports just arrived at this place under my command.

You will convoy them as far as Vicksburg, where they will be delivered up by Captain Lazelle, the agent for the exchange of prisoners, to the proper authorities.

* See Series 1, vol. 19, p. 54.

Enclosed is a note from General [Martin L.] Smith, the officer commanding at Vicksburg, in compliance with the terms of which, you will anchor the whole convoy at Young's Bend until you have had an opportunity to communicate under a flag of truce. Your subsequent proceedings will conform to whatever arrangements may be made between Captain Lazelle and the opposite authorities.

If you meet with the *Tyler*, you will detain her to form part of your convoy.

Enclosed are directions for sailing in convoy, agreed upon between Captain Lazelle and myself, in addition to which you will please require that all vessels in your company, whether belonging to the convoy or not, carry a flag of truce in a conspicuous place.

You will be accompanied by the ram *Monarch*.

I wish you would use all possible dispatch and let the ram and the *Tyler* assist you upstream.

It will be necessary to take a barge of coal with you.

Very respectfully, your obedient servant,

C. H. DAVIS,

Commodore, Commanding Mississippi Squadron.

Commander B. M. DOVE,

Commanding Louisville.

[Telegram.]

St. Louis, September 6, 1862.

I am authorized to purchase five more small boats. See if you can find such as are wanted at Cincinnati or Louisville.

J. B. HULL,
Commodore.

Constructor E. HARTT,
Jeffersonville.

Letter from Commodore Davis, U. S. Navy, to Captain Maynadier, U. S. Army, granting permission to return to Washington, D. C.

FLAGSHIP EASTPORT,
Helena, September 6, 1862.

SIR: I have received your letter of September 6.

There is no prospect of an immediate employment of the mortars under your command, and this being the case, you have permission to return to Washington, where you will receive further orders from the Department.

Very respectfully, your obedient servant,

C. H. DAVIS,

Commodore, Commanding Western Flotilla.

H. E. MAYNADIER,

Captain, Tenth U. S. Infantry.

[Telegram.]

CAIRO, September 6, 1862.

(Received 8th—10 a. m.)

There is pressing necessity for the two boats fitting at St. Louis. When shall I send officers and men for them?

A. M. PENNOCK,
Commander and Fleet Captain.

Commodore J. B. HULL,
Office of Gunboat Flotilla.

Order of Commodore Davis, U. S. Navy, to Paymaster Dunn, U. S. Navy, transmitting letter of instructions regarding business to be transacted with the Department.

FLAGSHIP EASTPORT,
Helena, September 7, 1862.

SIR: After completing your business at St. Louis, you will proceed to Washington and report yourself in person to the Department in order to carry out the enclosed letter of instructions.

Very respectfully, your obedient servant,

C. H. DAVIS,
Commodore, Commanding Mississippi Flotilla.

Paymaster E. W. DUNN,
Cairo, Ill.

[Enclosure.]

FLAGSHIP EASTPORT, September 7, 1862.

SIR: The crews of the vessels of the flotilla under my command consist in part of soldiers, a large number of whom were transferred from what was then called the Army of the Potomac.

Some of them brought no statement of their accounts, and others brought such a statement as would not justify any army paymaster in paying the amount due them up to the time of transfer.

These men have repeatedly applied for a settlement of their accounts; they have addressed both their commanding officer and the commander-in-chief upon the subject repeatedly, and my predecessor has written to Washington to procure a final adjustment of the dues alleged to be standing in their favor, but without success.

Now that the accounts of the flotilla are about to be taken up in the strict naval form, it is indispensable that this state of confusion should cease to exist, and that these claims should receive a thorough and conclusive investigation.

To this end I have instructed you to obtain from each vessel of the flotilla having such persons on board a list of the names of the transferred soldiers, with such details concerning the date of enlistment, number of the regiment, etc., as will enable you to present the whole case intelligibly to the Navy Department and at the office of the Paymaster-General of the Army.

Having procured these papers, I will furnish you with an order to proceed to Washington, where alone you will be able to disentangle and resolve the difficulties of this business.

On your arrival in Washington you will please report yourself in person to the Secretary of the Navy, and explain to him this, the

principal object of your visit, and I wish you to say at the same time to him that I have authorized you to represent me fully and freely in all matters relating to the transfer of the flotilla from the Army to the Navy.

For example—

1. Your position as paymaster, having had a general supervision of the books and accounts of the acting assistant paymasters of the flotilla, has fully qualified you to answer all questions of transfer that may arise under the head of pay and subsistence.

2. You are acquainted with the pay given to the various rates in the flotilla and can explain to the Department how it is that all men under the grade of petty officers uniformly receive the pay of seamen; the custom of the river to give coal-heavers \$25 per month; the high wages habitually paid to pilots; how it happens that there are so many classes of engineers, and all other peculiarities that have been unavoidably taken from the usages of the Western waters.

3. I wish you to furnish Mr. Welles with all the information he may require relative to the organization of the squadron, and particularly the mode of making appointments.

4. And in general to render all the aid in your power to the Department in the easy adjustment and adaptation of the existing state of the flotilla to the coming change.

Finally, I wish you to say to the Chief of the Bureau of Provisions and Clothing and the Chief of the Bureau of Medicine and Surgery that I shall hereafter look to them for all assistant paymasters and surgeons, except in case of an emergency.

Very respectfully,

C. H. DAVIS,

Commodore, Commanding Western Flotilla.

Paymaster E. W. DUNN,

Cairo, Ill.

Report of Commodore Davis, U. S. Navy, acknowledging Department's instructions regarding admission of volunteer line officers on temporary service.

FLAGSHIP EASTPORT,

Helena, September 7, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 24th of July, enclosing regulations for the admission of volunteer line officers into the Navy on temporary service.

I have to apologize for not acknowledging the receipt of the first copy of this letter. For this and other similar omissions which may unconsciously occur, I must beg the Department to excuse me on the ground of my late sickness.

I have requested Paymaster Dunn to explain to the Department some things which have hastily occurred to me upon the application of these regulations to the Western Flotilla.

Very respectfully, your obedient servant,

C. H. DAVIS,

Acting Rear-Admiral, Commanding Western Flotilla.

Hon. GIDEON WELLES,

Secretary of the Navy.

General order of Commodore Davis, U. S. Navy, regarding negroes on board vessels of the Western Flotilla.

FLAGSHIP EASTPORT,
Helena, September 8, 1862.

The commander of every vessel in the flotilla will furnish the commander-in-chief at the earliest practicable moment a register of contrabands on board his vessel containing their names, their origin, date of appearance on board ship, date of entry on the ship's books, rating, pay, and employment.

C. H. DAVIS,
Commodore, Commanding Western Flotilla.

Letter from Joseph Brown, esq., to Commodore Hull, U. S. Navy, regarding the removal of the U. S. S. Indianola from under his charge by General Wallace, U. S. Army.

ST. LOUIS, *September 8, 1862.*

SIR: We hereby inform you that the U. S. gunboat *Indianola*, that we were building for and under contract with the U. S. Government, was taken out of our possession and from under our control and management on the 2d instant by General Wallace, commanding at Cincinnati, thus depriving us from completing said gunboat in accordance with the letter and spirit of our contract with the U. S. Government.

Very respectfully,

JOSEPH BROWN,
Per McCORD.

Captain J. B. HULL,
St. Louis, Mo.

Letter from Commodore Davis, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding general matters.

FLAGSHIP EASTPORT,
Helena, [Ark.], September 8, 1862.

SIR: I have received your several letters of September 5 and their enclosures.

You seem to have taken all the necessary steps and to have done everything in the most judicious manner. You must rely upon the boats preparing at St. Louis; it is out of the question for me to spare one of the wooden gunboats at present.

The proceeding of the convoy of the exchanged prisoners must not be interrupted.

* * * * *

Very respectfully, your obedient servant,

C. H. DAVIS,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Comdr. and Fleet Capt. A. M. PENNOCK, U. S. Navy,
Helena, Ark.

NOTE.—To be added to the above letter:

I enclose also another letter from the Hon. J. Buffinton, M. C., enquiring about one E. C. Davis, who was on board the *Maria Denning*. Can Mr. Dunn's assistant furnish information concerning him?

Order of Commodore Davis, U. S. Navy, to First Master Richardson, U. S. Navy, referring to attack by guerrillas on party from the U. S. S. Judge Torrence.

FLAGSHIP EASTPORT,
Helena, [Ark.], September 8, 1862.

SIR: I received your letter * of September 8, reporting the attack made on Saturday, the 6th instant, by a party of guerrillas on Master's Mate Irwin and four of the crew of the *Judge Torrence*.

Master's Mate Irwin seems to have behaved with great gallantry. I will thank you to send him to see me by the earliest opportunity.

Very respectfully, your obedient servant,

CHAS. H. DAVIS,
Commodore, Commanding Western Flotilla.

First Master J. F. RICHARDSON,
Commanding *Judge Torrence*.

Order of the Secretary of the Navy to Commodore Davis, U. S. Navy, changing the names of certain vessels.

NAVY DEPARTMENT, September 8, 1862.

SIR: The names of the following vessels in your squadron are changed, viz:

Lancaster, No. 3, to *Kosciusko*†.

Fort Henry to *Lafayette*.

St. Louis to *Baron de Kalb*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore CHAS. H. DAVIS,
Commanding Western Flotilla, *Cairo, Ill.*

[Telegram.]

CAIRO, September 9, 1862—3.30 p. m.

There are two new light-draft boats now here which are suitable for the purpose intended by Commodore Davis. The guerrillas are at nearly all points on the Ohio and Tennessee rivers, and the need of armed boats is extremely urgent. If these boats are purchased, I can protect, man, and officer them in five days.

A. M. PENNOCK,
Commander and Fleet Captain.

Commodore J. B. HULL, U. S. Navy.

* Not found.

† Not done.

Order of Commodore Hull, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, requesting description of vessels desired for river service.

ST. LOUIS, Mo., *September 9, 1862.*

SIR: I have received your telegram relative to the purchased boats. They will be ready in about a week. The work has been delayed for the iron for the sides.

I have authority to purchase five more boats, to be fitted as Commodore Davis desires for the river service, and I wish you to inform me as definitely as you can what kind and size you desire, and also the manner in which you wish them to be fitted for the service they are intended for. Mr. Hartt could leave soon, if necessary, to attend to their selection.

I am, very respectfully,

J. B. HULL,
Commodore, Superintending.

Commander A. M. PENNOCK,
Cairo, Ill.

[Telegram.]

JEFFERSONVILLE, *September 9, 1862.*

Chillicothe has opened forward and is unsafe for guns or as a gunboat.

J. P. SANFORD,
Lieutenant, Commanding.

Commodore HULL, U. S. Navy.

Report of Commodore Davis, U. S. Navy, regarding the convoy of prisoners.

FLAGSHIP EASTPORT,
Helena, September 9, 1862.

SIR: I have the honor to inform the Department that the *Eastport* is still lying above Helena, not being able to cross the bar. The river is in so low a stage throughout that the gunboats find difficulty in moving, and are obliged to keep for the most part in the channel, not being able to approach the banks.

Finding that I could not go down myself, I dispatched the first detachment of exchanged prisoners under the convoy of the *Louisville* and one of the rams, with orders to add the *Tyler*, which is on picket duty below, to the convoy.

The second detachment of prisoners to be exchanged is, I understand, collected at Cairo; it will come down under convoy of the *Lexington*.

Convoys are directed to carry a flag of truce in a conspicuous place.

Very respectfully, your obedient servant,

C. H. DAVIS,
Commodore, Commanding Naval Forces on Western Waters.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

WASHINGTON, *September 9, 1862—3 p. m.*

The flotilla will be transferred to the Navy on 1st of October. Have all the accounts made up to the 30th September, inclusive. Particular instructions by mail.

GIDEON WELLES.

Commodore C. H. DAVIS,
Commanding Western Flotilla.

Report of Commodore Hull, U. S. Navy, requesting that officers be sent to assume control of the U. S. S. Indianola.

ST. LOUIS, Mo., *September 10, 1862.*

SIR: I informed the Department by telegram on the 3d instant that the commanding general at Cincinnati had taken possession of the gunboat *Indianola*, and I now forward a copy of a report from the contractor on the subject.

It appears that General Wallace, under the emergency existing at that time, had the boat launched and prepared for the protection of the city with a military organization, and she is now in his possession.

As it is desirable that this boat should be under the direction of the Navy Department, I request respectfully that a commanding and other officers may be ordered to her. A crew can be sent from Cairo in a short time, but I understand there are no officers there that can be spared.

On the receipt of the dispatch from the Department in regard to the *Chillicothe*, I requested Commander Pennock to send an officer and about 50 men for her, which he immediately gave orders to have done, and Lieutenant Commanding J. P. Sanford is now in command of her. As his services are important at Cairo, I would recommend the appointment of another officer to relieve him.

I am, with great respect, your obedient servant,

J. B. HULL,
Commodore, Superintending.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Instructions from the Secretary of the Navy to Commodore Davis, U. S. Navy, regarding the transfer of the Western Flotilla.

NAVY DEPARTMENT, *September 10, 1862.*

SIR: The 1st of October next has been designated as the day for the transfer of the Western Flotilla from the War to the Navy Department, and forwarded herewith are memoranda for your guidance. It is the desire of the Department that the transfer may be as complete as possible on the day named, and to this end officers designated to occupy the most responsible posts have been ordered to re-

port to you forthwith, that the necessary preparations may be made. They are:

Paymaster A. Eugene Watson, inspector in charge of provisions.

Paymaster William B. Boggs, purchasing paymaster.

Paymaster Elisha W. Dunn, paymaster of the fleet.

Acting paymasters for the several vessels will be ordered to report to you on the 25th. As their returns are to be supervised by the paymaster of the fleet, that officer might possibly spend a day or two in giving them information touching their duties.

It has been thought advisable not to reappoint any of the officers at present having charge of stores or connected with the pay department. The transfer will be more complete and satisfactory. If the services of any of them are particularly desirable, their cases can be considered after they close their duties and accounts with the War Department.

While it is hoped that you will be able satisfactorily to adjust everything pertaining to the transfer, very important differences, should any occur, can be submitted to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore CHAS. HENRY DAVIS,

Commanding Western Flotilla, Cairo, Ill.

[Enclosure.]

Plan for the reorganization of the Western Flotilla.

1st. The 13th day of September to be the day of transfer of stores and property of every kind appertaining to the flotilla from the War to the Navy Department, and all disbursing officers to make up their accounts that date.

New books to be opened on the 1st day of October by new paymasters appointed by the Navy Department, on board the different vessels as well as on shore.

Invoices of stores on board gunboats, store vessels, and at the Navy Department to be prepared for transfer to the inspector in charge of stores and to the several paymasters on the 30th September, 1862.

2d. The following naval officers to be placed on duty at Cairo on the day of the transfer, and to act under the instructions of the Department and the commanding officer:

A paymaster to purchase supplies, etc.

A paymaster as inspector in charge of provisions, etc.

A paymaster of the fleet.

A paymaster or assistant paymaster of the receiving ship.

3d. The purchasing paymaster to be allowed one clerk at a salary of \$1,200 and one at a salary of \$960, and two laborers at a [sum] not exceeding \$1.50 per day (working days).

He is to make purchases of such supplies as in the opinion of the Department can better be purchased in the West than furnished by requisition upon the Bureau, and procure transportation for the same. He is to pay allotments and perform such other duties as usually appertain to the office of navy agent.

4th. The naval constructor is to make contracts for the repair of vessels, superintend the same, and, when the work can more advan-

tageously be done by the Government, to procure the necessary mechanics. Bills, with his approval, and that of the commanding officer, are to be paid by the paymaster of the fleet.

5th. The inspector in charge is to make all requisitions on the Navy Department or local purchasing officer for all supplies of whatever kind for the flotilla, and to receive, keep, and issue all provisions, clothing and small stores, books and blanks, and all other property placed under his charge by the Department or the commanding officer. He is to be allowed to appoint one first and one second clerk, subject to the approval of the Department, with the same annual pay as naval storekeepers' clerks at New York and Boston, viz, \$1,200 and \$960, respectively, and the commanding officer to have authority to give any necessary additional aid, including coopers and laborers. Bills after approval by the commanding officer to be paid by the purchasing paymaster.

6th. The present wharf boat and another (to be procured immediately by the purchasing paymaster with the approval of the commanding officer and the Department) are to be used, the one exclusively for the stores coming under the supervision of the Bureau of Provisions and Clothing and the other for ordnance materials, boats, materials of equipment and repairs, anchors, chains, rigging loft, and as a place of immediate deposit of all articles not coming under the Bureau of Provisions and Clothing.

7th. A suitable store vessel to attend upon the flotilla, the stores on board being under the charge of a paymaster or assistant paymaster, and the store vessel to return to Cairo for supplies whenever ordered by the commanding officer, the said paymaster or assistant paymaster to be allowed a clerk.

8th. Each gunboat with a complement of 65 men or over to have attached to her an assistant or acting assistant paymaster, regularly appointed by the Navy Department. The officers now doing duty in the flotilla to be detached.

9th. The paymaster of the fleet to keep account of all vessels, including the tugboats not having pay officers attached; of the officers and men of the wharf boats, and of the mechanics and laborers at Cairo; to have supervision of the accounts, requisitions, and returns of the assistant and acting paymasters of the flotilla; to see that pay officers of the squadron (not including the purchasing paymaster, inspector in charge, or paymaster of the receiving vessel) send their returns to the Department promptly, and to report delinquencies to the commanding officer; to examine these returns sufficiently to see that they are in proper form and accompanied by the necessary vouchers, and to suggest to the Bureau of Provisions and Clothing and the commanding officer measures to promote efficiency, uniformity, and economy in supplying and distributing the stores of the flotilla, and to keep the Bureau of Provisions and Clothing informed of the general condition of the paymasters' stores in the flotilla.

10th. The paymaster of the receiving ship to keep the accounts of the receiving vessel in the usual manner.

11th. The Navy Department to take no notice nor receive any reports of outstanding accounts of the War Department existing at the time of the transfer.

Memorandum.

The Department desiring that the Western Flotilla, to be styled hereafter the Mississippi Squadron, shall conform in all practicable respects to other squadrons.

Appointments, promotions, grades, designations, wages and salaries, complement of vessels, and stores, uniforms, discipline, military exercises, usages, and details to be naval, according to law and regulation, unless otherwise specially directed by the Secretary of the Navy.

All reports, such as are usual in the service, to be made to the different bureaus and to the Department.

The Department will endeavor to provide an officer of the Regular Navy to command at least each of the new ironclad vessels. The commander of the squadron will ask the Department for such additional officers over and above those he now has to accomplish this.

The next class of vessels should be commanded by the acting volunteer lieutenants; the next by acting masters, and, perhaps, the tugs by acting masters or acting ensigns, as the commander of the squadron shall direct.

On the 1st day of October all appointments will date. The commander of the squadron will furnish the Department with a list of names from amongst those heretofore employed in the flotilla whom he considers worthy to be appointed acting volunteer lieutenants, acting masters, acting ensigns, acting master's mates, first assistant engineers, second assistant engineers, and third assistant engineers. The complement to each vessel, both officers and crew, to be fixed by the commander-in-chief.

The number of acting volunteer lieutenants should be only those who have distinguished themselves, so that the grade, as in the case on blockade service, becomes the reward of those who have earned it by highly meritorious conduct in conflict with the public enemy; the intention of the Department being to have a select corps of acting volunteer lieutenants, highly meritorious, as before mentioned, and the remaining watch officers about equally divided between acting masters and acting ensigns.

A vessel that has one navy commander and four watch officers might have two masters and two ensigns (the latter being wardroom officers) and as many master's mates as the commander-in-chief designates.

If one of the four is an acting volunteer lieutenant, let the second be an acting master and the other two ensigns.

When a vacancy happens among the line officers, master's mates, or engineers, the commander-in-chief can fill it by an acting appointment from the most worthy person subject to the approval of the Department.

When the vessels now building on the Western waters are ready for their officers, the most meritorious who have served in the flotilla will have the preference, and the commander-in-chief will recommend to the Department for the command such officers as have earned it by their zeal and skill and success against the enemy.

An assistant or acting assistant paymaster, to be appointed by the Department, is allowed to every vessel whose complement exceeds 65 all told. No acting or assistant paymaster is by law allowed a clerk.

No officer will be allowed to perform duties not appertaining to his office. All punishments must be according to law, and the attention of officers is called to the law of summary courts-martial, and particular care should be exercised that the new Articles of War, passed July 17, 1862, be read as required once a month on board every vessel at general muster. The law prohibiting any person to have distilled liquors on board any vessel belonging to the Navy will require special vigilance. Violations of law, or other offenses requiring further action than the admonition of the commander-in-chief, must be reported to the Department for its action, with all the facts substantiated by written testimony, and such recommendation in the cases as the commander-in-chief shall consider proper.

GIDEON WELLES.

Letter from the Assistant Secretary of War to the Secretary of the Navy, making enquiry regarding the transfer of the Ram Fleet with the Western Flotilla.

WAR DEPARTMENT,
Washington, D. C., September 11, 1862.

SIR: In relation to the act of Congress approved July 16, 1862, "transferring the Western Gunboat Fleet from the War to the Navy Department," the Secretary of War instructs me to enquire whether you consider its operation as including the United States Steam Ram Fleet on the Western rivers; and, if so, whether the necessary transfer has been made of the appropriation for the service of this fleet to authorize your Department to call for the funds requisite for its repair, support, and maintenance upon the usual estimates?

Very respectfully, your obedient servant,

P. H. WATSON,
Assistant Secretary of War.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commodore Hull, U. S. Navy, regarding the condition of vessels under construction.

ST. LOUIS, MO., September 11, 1862.

SIR: Since my last report of the progress of the gunboats the work has been continued on the bow and stern of the *Osage* and *Neosho*, which are nearly completed, and they are working on the laps and butts and bulkheads, the *Osage* being more advanced than the *Neosho*.

On the *Winnebago* the floor frames are being fitted in their places. On the *Milwaukee* and *Chickasaw* nothing has been done except calking the bottom. No report of the *Ozark* has been received.

The *Chillicothe* remains at Jeffersonville; an officer and 50 men were sent from Cairo to her, and she is being prepared for service. The commanding officer reports a defect in the bow.

The *Indianola* was taken military possession of by the commanding general at Cincinnati and is being prepared for service.

The *Tuscumbia* is receiving the machinery, and the work is progressing well.

At Pittsburg the workmen are employed on the bottoms of both the boats.

I am, with great respect, your obedient servant,

J. B. HULL,

Commodore, Superintending.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Commodore Hull, U. S. Navy, to Constructor Hartt, U. S. Navy, to examine and report on the condition of the U. S. S. Chillicothe.

ST. LOUIS, Mo., September 11, 1862.

SIR: You will proceed without delay to Jeffersonville and examine the condition of the gunboat *Chillicothe*, reported unsafe to carry guns; consult with the contractor and give such directions as the exigency requires to repair the defect.

If the 2 XI-inch guns sent there for her can not be put on board, and should be endangered, you will have them removed to a place of safety, and return to St. Louis as soon as possible.

I am, very respectfully,

J. B. HULL,

Commodore, Superintending.

Constructor ED. HARTT,

St. Louis.

Report of Fleet Captain Pennock, U. S. Navy, stating the wishes of Commodore Davis regarding the fitting of purchased vessels.

U. S. NAVAL DEPOT,

Cairo, September 12, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 9th instant, informing me that you are authorized to purchase five more boats for the river service, to be fitted as Commodore Davis desires.

The commodore desires that the boats be of the lightest draft possible, to be armed with two 24-pounder and two 12-pounder or four 12-pounder howitzers; that the engines and boilers be protected against light fieldpieces and the space between them against Minié rifle balls.

That the protection be carried up from the main deck sufficiently high to prevent the enemy firing from high banks between it and the hurricane decks.

If to preserve light draft it becomes necessary to take off a portion of the cabin, he desires that at least four rooms on a side, in addition to the small apartment usually found on the after part of the river boats, be retained for the use of the captain and officers. If by placing these quarters amidships a lighter draft can be obtained, he

prefers it being so placed, and that two rooms on each side of the gun deck be also fitted up.

The hold to be fitted up after the fashion of the *St. Clair* and *Brilliant*.

These remarks apply to stern and side-wheel steamers.

The commodore desires that, if possible, three of these boats be of the same style as the ferryboats used on the Missouri River. These must be of very light draft, with wheels amidships. The same protection will be required for the engines and boilers as is described above.

The quarters for the officers must necessarily be on the upper deck of these boats, as he desires that the main deck should be clear of everything except the battery.

It is also requisite that they should be so arranged by swinging doors or otherwise that artillery can be taken on board at one end and off at the other.

The depth of water in the Ohio from Wheeling to Pittsburg does not exceed 12 inches, and it would be impossible to bring boats out from the latter place.

The banks of the Ohio between this place and Cincinnati are infested with guerrillas, and the necessity of having these boats as soon as possible is very evident.

I inclose copy of a letter received from Lieutenant Commanding Sanford regarding the *Chillicothe*.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Commander and Fleet Captain.

Commodore J. B. HULL, U. S. Navy,

Superintending U. S. Gunboats, St. Louis, Mo.

Order of Commodore Davis, U. S. Navy, to Acting Master Hamilton, U. S. Navy, to furnish howitzers and ammunition for foraging party.

FLAGSHIP EASTPORT,

Helena, September 12, 1862.

SIR: You will furnish to E. B. Pike, commanding Mortar Fleet, two howitzers and ammunition for the same for the use of a foraging party on board the steamer *Champion*.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy.

Captain [WM. F.] HAMILTON,

Commanding Great Western.

Order of Commodore Hull, U. S. Navy, to Lieutenant-Commander Badger, U. S. Navy, to proceed to Jeffersonville to investigate the condition of the U. S. S. Chillicothe.

ST. LOUIS, September 13, 1862.

SIR: I have just received your letter of the 11th instant. The shells and powder you allude to were sent from here, as I informed

you in my letter of the 6th instant, and were sent when I had no information what quantity of those articles you had there.

Lieutenant Commanding Sanford has reported to me that the *Chillicothe* has opened forward and is unsafe as a gunboat, and that she leaks badly in her deck. I have sent Mr. Hartt to examine her and see what she needs to put her in order.

I wish you to go to Jeffersonville as soon as you can, to attend to this boat, and if you find she will not bear the XI-inch guns intended for her, such other armament as can be obtained may be put on board for the present exigency.

I have requested the Department to order some officers to the *Indianola* in place of the army officers now in charge of her, and also another commanding officer for the *Chillicothe*, as Lieutenant Commanding Sanford was sent temporarily and his services are needed at Cairo.

Very respectfully,

J. B. HULL,
Commodore, Superintending.

Lieutenant-Commander O. C. BADGER,
Cincinnati.

P. S.—Mr. Hartt has this moment returned and reports that the guns are being put on the *Chillicothe*.

Instructions from the Secretary of the Navy to Commodore Davis, U. S. Navy, regarding reappointment of officers upon the transfer of the Western Flotilla.

NAVY DEPARTMENT, September 13, 1862.

SIR: Upon the transfer of the Western Flotilla, all the sea officers connected with it who are not permanently in the Navy must enter upon their duties under reappointments from the Navy Department, which will be made upon your recommendation and in accordance with the enclosed regulations. You will therefore please furnish in due season a list of the officers whom you recommend for reappointment, also a statement of the number and rates of petty officers and complement of men necessary for each vessel of the flotilla. The ratings of petty officers, complement of men, and their pay, of the vessels of the flotilla must, after the transfer, correspond with those of other vessels of similar classes in the naval service.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commodore CHAS. H. DAVIS,
Commanding Western Flotilla, Cairo, Ill.

Order of the Secretary of the Navy to Commodore Davis, U. S. Navy, transmitting copy of instructions regarding employment of contrabands.

NAVY DEPARTMENT, September 15, 1862.

SIR: I enclose herewith a copy of instructions* issued by the Department on the 30th April last to the Atlantic and Gulf squadrons

* See Volume 7, pp. 294, 324, and Volume 18, pp. 499, 518, Naval War Records.

in relation to the employment of contrabands. You will be guided by these instructions in the employment of such persons in the flotilla. They can be employed as coal heavers, but are not to be allowed the pay of that grade.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore CHAS. HENRY DAVIS,
Commanding Western Flotilla, Cairo, Ill.

Order of the Secretary of the Navy to Commodore Hull, U. S. Navy, regarding the U. S. S. Indianola.

NAVY DEPARTMENT, *September 15, 1862.*

SIR: The Department has received your letter of the 10th instant, relative to the gunboat *Indianola*.

You will please turn over the *Indianola* to Commodore Charles H. Davis, commanding Western Flotilla, who will provide officers and a crew for her.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commodore J. B. HULL, U. S. Navy,
St. Louis, Mo.

Order of Commodore Davis, U. S. Navy, to Lieutenant-Commander Gwin, U. S. Navy, to secure a ram to accompany expedition under Colonel Hovey, U. S. Army.

FLAGSHIP EASTPORT,
Helena, September 15, 1862.

SIR: I enclose you a communication from the aid-de-camp of the commanding general, asking for a gunboat or ram to accompany an expedition under Colonel Hovey down the river.

You will perceive from the communication that Colonel Hovey thinks that a ram would accomplish the purpose better than a gunboat. I will thank you, therefore, to call upon Dr. Robarts and ask him to designate a ram for the service. If necessary he can take the *Lioness*, which was to form a part of the convoy of the exchanged prisoners.

I will thank you to give this your immediate personal attention, and see Colonel Hovey upon the subject. I am sick this morning.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy.

Lieutenant-Commander WM. GWIN,
Gunboat Benton.

Letter from the Secretary of the Navy to the Secretary of War, making enquiry as to the transfer of the Ram Fleet with the Western Flotilla.

NAVY DEPARTMENT, *September 16, 1862.*

SIR: I have the honor to acknowledge the receipt of your letter of the 11th instant, enquiring whether the law of July 16, transferring the Western Gunboat Fleet, is considered by this Department applicable to the Ram Fleet, and whether the transfer of the necessary appropriations has been made.

The law says "That the Western Gunboat Fleet constructed by the War Department for operations on the Western waters shall be transferred to the Navy Department."

It is for the War Department to decide whether the Ram Fleet is embraced by this law.

The Navy Department will receive said vessels on the 1st of October, without the organization now on board, which is purely military.

I would respectfully suggest that said vessels alone be turned over to Acting Rear-Admiral C. H. Davis on the 1st of October. The appropriations for all the Western boats should remain at the disposal of General Meigs until all outstanding accounts up to October 1 are settled, when the balance can be transferred to this Department.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of Navy.

Hon. E. M. STANTON,
Secretary of War.

General order of Commodore Davis, U. S. Navy, in relation to the transfer of the Western Flotilla.

FLAGSHIP EASTPORT, *September 16, 1862.*

It has been directed by the Hon. Gideon Welles, Secretary of the Navy, that the final transfer to the Navy Department of the Western Gunboat Flotilla under my command be made and completed on the 1st day of October.

You will be pleased, therefore, to direct that the invoices and accounts of all persons under your authority, either holding public property or acting as paymasters or disbursing officers, be entirely closed and ready for transfer with your approval on that day.

C. H. DAVIS,
Commodore, Commanding Western Flotilla.

Order of Commodore Davis, U. S. Navy, to Commander Dove, U. S. Navy, commanding U. S. S. Louisville, regarding convoy duty in connection with transportation of prisoners.

FLAGSHIP EASTPORT,
Helena, September 16, 1862.

SIR: This letter will be handed to you by Lieutenant-Commander Shirk, who convoys to Vicksburg a second detachment of exchanged prisoners.

You will please regard these prisoners as under the direction of Captain Lazelle, Eighth Infantry, U. S. Army, the authorized agent for the exchange of prisoners, and do everything in your power to assist him in performance of his duties. You will consult with him as to the return of the transport steamers after the prisoners are delivered up, sending them back in large numbers, with the convoy of one or more gunboats or rams as you may think necessary.

The transports will continue to carry a flag of truce on their return up the river.

Very respectfully,

C. H. DAVIS, U. S. Navy.

Commander B. M. DOVE,
Commanding Louisville.

Order of Commodore Davis, U. S. Navy, to Lieutenant-Commander Shirk, U. S. Navy, regarding convoy duty.

FLAGSHIP EASTPORT,
Helena, September 16, 1862.

SIR: Lieutenant-Commander Thomas O. Selfridge, of the *Cairo*, is directed to report to you for convoy duty, and Colonel Roberts has also been requested to add to your command the ram *Queen of the West* for the same purpose.

With these additions to your force, you will proceed to Vicksburg with the transports under your convoy and report yourself to Commander Dove, handing him the accompanying letter.

Very respectfully,

C. H. DAVIS, U. S. Navy,
Commodore, Comdg. Western Flotilla, Mississippi River.

Lieutenant-Commander J. W. SHIRK,
Commanding Lexington.

Report of Captain Winslow, U. S. Navy, requesting instructions regarding damaged cotton from the sunken Confederate steamers Jeff Thompson and Beauregard.

U. S. GUNBOAT BARON DE KALB,
Memphis, September 16, 1862.

SIR: I have the honor to inform you that there has been fished up from the sunken rebel gunboats *Jeff Thompson* and *Beauregard* a quantity of damaged cotton, which, owing to its state, it became necessary, and I have directed, to be sold as fast as recovered. The cotton has been regained by the crew of this vessel, after considerable exposure and labor, and the question has been submitted to me whether it will be considered in the light of prize money, with half the proceeds belonging to the Government, or whether the whole will be apportioned in accordance with the law regulating prize money. In the latter case, if the Department decide, it will be only necessary to inform the commodore of the amount due him and the

crew of this vessel, and distribute the net proceeds (when obtained) under this rule.

I shall be pleased to receive instructions from the Department for my government.

Very respectfully, your obedient servant,

J. A. WINSLOW,
Captain, Commanding Station at Memphis.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Endorsement.]

Forwarded by Captain Winslow's request.

The *Beauregard* and *Jeff Thompson* are two of the enemy's boats sunk and blown up at the capture of Memphis, when the water was high.

The fall of the river has rendered their hulls more accessible.

C. H. DAVIS, *Commodore.*

Letter from Commodore Davis, U. S. Navy, to W. R. Wells, appointing him first master in gunboat service.

FLAGSHIP EASTPORT,
Helena, September 16, 1862.

SIR: Enclosed you will find your appointment as first master in the gunboat service. If you accept the same, you will report to me immediately for duty on board the hospital boat *Red Rover*, now lying off Helena, and will execute the enclosed oath, which, when taken and signed, will be sent to me to be forwarded to Washington for the files of the Department, in compliance with the terms of the law.

Very respectfully, your obedient servant,

[C. H. DAVIS,
Flag-Officer, Commanding Western Flotilla.]

WM. R. WELLS, Esq.,
Burlington, Iowa.

Report of Lieutenant Fitch, U. S. Navy, commanding U. S. S. Fairplay, regarding expedition up the Ohio River.

U. S. GUNBOAT FAIRPLAY,
Evansville, September 17, 1862.

Captain PENNOCK: I arrived here this forenoon, after having touched at all the intermediate towns along the river.

Uniontown is quiet just now; all the city functionaries had left the place before I arrived; all the rest of the inhabitants had already taken the oath and given bonds. I informed the citizens that notwithstanding the bonds they had given, I would hold them and their property responsible for all guerrilla depredations within 10 miles

either up or down the river. While at Shawneetown I fired three shells at a party of men skulking behind trees on the opposite side of the river. I also landed a party of 20 men and surrounded a house, where it was reported guerrillas had been in the habit of congregating. I took 5 men, but upon examination could prove nothing. I therefore released them in the evening after their having taken the oath.

I had some trouble in getting over the bar at Shawneetown, but fortunately I was provided with a flat.

I will return to Uniontown and the mouth of the Wabash soon. Our port engine is out of repair; I am having it fixed; one of the valves for the pumps also wants replacing.

Mr. Melona, pilot, joined this boat yesterday at Mount Vernon.

I am sorry to report that our sick list is getting very large. The surgeon attributes it to the thin and scanty clothing. Since we left Caseyville the weather has been very damp and chilly.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant, Commanding.

Fleet Captain A. M. PENNOCK, U. S. Navy,
Commanding Naval Station, Cairo, Ill.

Report of Commodore Davis, U. S. Navy, making suggestions regarding the status of pilots.

FLAGSHIP EASTPORT,
Helena, September 17, 1862.

DEAR FOX: I omitted to reply to that part of your letter in which you speak of pilots as an outside matter. My idea has been, and I recommend it to the consideration of the Department, to incorporate pilots as officers into the Western Flotilla, or Western branch of the naval service. They form an essential, intrinsic, and indispensable part of the ship's complement. They are not taken on board for occasional purposes, or for special localities, as they are on the sea-board. They always remain attached to a vessel, and the latter never moves without them at any time.

Their profession is peculiar in one respect; there are no fixed channels in these great rivers, as there are in the sounds, estuaries, and harbors of the Atlantic; quite otherwise; the channels are always changing, not only from year to year, but from season to season, during the period of rise and fall particularly. The Western pilots consequently are always studying, learning, and observing, and among the best pilots, the very best is the one who has most recently gone over the ground. To insure the safe navigation of the transports of exchanged prisoners, I send on board the leading ship of the convoy the pilot who has most recently returned from below.

Since pilots constitute an integral part of the body of officers, I should propose to recognize them as officers, to assign them the master's uniform, and to divide them into grades like the engineers, making a class of chief pilots and three classes of assistants; and in this way we could secure the services of the very best pilots in the

highest grades, by paying the highest rate of compensation on the river, and then train up in the lower grades our pilots as we do our other officers.

No one ever takes the wheel on board of a Western steamboat for a moment except the pilot, such is our dependence upon them, and with this dependence it is very desirable that we should attach them by every means to the flotilla in order to identify their interests with the interests of the public service, and to secure a proper subordination on their part. The present tie has not unfrequently proved too weak since the trade has been reestablished to Memphis and Helena, and the demand for pilots has risen.

I am very sorry for the loss of the *Sumter*; she was the most efficient ram we have captured, and we have gone to a good deal of expense in fitting her up.

In regard to Porter, you have received my report.

Yours, very truly,

C. H. DAVIS.

Hon. G. V. Fox,

Assistant Secretary of the Navy, Washington, D. C.

Order of Commodore Davis, U. S. Navy, to Captain Winslow, U. S. Navy, regarding disposition of mortar powder.

FLAG-STEAMER EASTPORT,
Helena, September 17, 1862.

SIR: I have received your letter of the 16th instant.

We will wait patiently for the ice.

I have enclosed your letter to the honorable Secretary of the Navy. You did right in giving General Sherman a portion of the mortar powder; did you take a receipt, or did you give a written order to Mr. Gregory to account for its expenditure on his book?

Very respectfully,

C. H. DAVIS, U. S. Navy.

Captain J. A. WINSLOW,

Commanding Baron De Kalb.

Letter from Commodore Davis, U. S. Navy, to Brigadier-General Steele, U. S. Army, promising cooperation in proposed expedition.

FLAGSHIP EASTPORT,
Helena, September 17, 1862.

GENERAL: I have just had the pleasure to receive your note * of the 17th.

It will afford me the highest gratification to cooperate with you in the proposed expedition, and I will direct Captain Thompson, of the gunboat *Pittsburg*, to accompany the transports under General

* Not found.

Benton, and to protect them and the camp during the general's absence.

I have the honor to be, with the highest respect, your obedient servant,

C. H. DAVIS, U. S. Navy,
Commodore, Comdg. Western Flotilla, Mississippi River.
 Brigadier-General FRED'K STEELE, U. S. Army,
Comdg. Headquarters, Army of the Southwest, Helena, Ark.

Order of Commodore Davis, U. S. Navy, to Lieutenant Thompson, U. S. Navy, commanding U. S. S. Pittsburg, to cooperate in proposed expedition to Laconia, Ark.

FLAGSHIP EASTPORT,
Helena, September 17, 1862.

SIR: You will report to Brigadier-General Steele to accompany the proposed expedition under General Benton to Laconia, where you will protect the transports encamped during his march into the interior.

Very respectfully,
 C. H. DAVIS, U. S. Navy,
Commodore, Commanding Western Flotilla.

Lieutenant Commanding EGBERT THOMPSON,
Commanding Pittsburg.

[Telegram.]

WAR DEPARTMENT,
Washington, September 18, 1862.

General Butler telegraphed me from New Orleans that the enemy is constructing two ironclad vessels high up the Yazoo River, and thinks they can be reached by a small land force from Memphis or Helena. Consult with General Steele and the commander of the flotilla, and, if possible, destroy these vessels before their completion.

H. W. HALLECK,
General-in-Chief.

Major-General GRANT,
Corinth, Miss.

Order of Commodore Davis, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, referring to the U. S. S. Judge Torrence.

FLAGSHIP EASTPORT,
Helena, September 18, 1862.

SIR: In reply to your letter of the 14th instant, the topics of which are miscellaneous, there is only one clause requiring attention.

I can not spare the *Judge Torrence* for a powder boat while there is a chance for taking the mortars to Vicksburg again.

Very respectfully,

C. H. DAVIS,

Commodore, Commanding Western Flotilla.

Commander and Fleet Captain A. M. PENNOCK, U. S. Navy,
Cairo.

Order of Commodore Davis, U. S. Navy, to First Master Glassford, U. S. Navy, informing him of the transfer of certain vessels to Admiral Farragut's command.

FLAGSHIP EASTPORT,

Helena, September 18, 1862.

SIR: I have received your letter of the 28th of August. Everything below Vicksburg lately belonging to this squadron has been transferred to the command of Rear-Admiral Farragut.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy,

Commodore, Commanding Western Flotilla.

First Master H. A. GLASSFORD,
New Orleans, La.

Order of Commodore Davis, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, in connection with the proposed fitting of the U. S. ship Red Rover for the winter.

FLAGSHIP EASTPORT,

Helena, September 18, 1862.

SIR: This letter will be handed you by Dr. Bixby, of the *Red Rover*, who will present you at the same time with a paper containing his views upon the changes necessary to adapt the hospital boat to the coming season. These views in general meet my approval.

I think you had better, for special reasons connected with the Sanitary Commission, have the *Red Rover* go to St. Louis for repairs.

My approval of Dr. Bixby's views will not prevent you from making any alteration you may think necessary.

Very respectfully,

C. H. DAVIS, U. S. Navy,

Commodore, Commanding Western Flotilla.

Commander and Fleet Captain A. M. PENNOCK,
Cairo, Ill.

Letter from Commodore Davis, U. S. Navy, to the President of Western Sanitary Commission, acknowledging kindness and attention to the sick on the hospital ship.

FLAGSHIP EASTPORT,

Helena, September 18, 1862.

SIR: The present season is about drawing to a close, and upon the recommendation of Dr. Bixby, I have sent the hospital boat *Red Rover* to St. Louis to be properly fitted up for the winter.

I can not let her return to your vicinity without expressing, in behalf of myself and the officers and crews of the vessels under my command, our heartfelt and grateful acknowledgments of your uniform kindness and attention to the wants and comforts of the sick of this squadron.

I beg you to make known to the Sanitary Commission, of which you are president, that we are all deeply sensible of the uniform and unremitting watchfulness and care which you have extended toward us.

Your contributions have not only materially contributed to the comforts, the needs, and the essential improvement of the sick, but they have done a great deal toward relieving the irksomeness of confinement, by delicacies suited to the fastidious appetites of the sick and by supplying them occupation and amusement.

I beg you to believe that your benevolent labors in our behalf have been fully appreciated.

Very respectfully, your obedient servant,

C. H. DAVIS,

Commodore, Commanding Western Flotilla.

JAMES E. YEATMAN,

President Western Sanitary Commission, St. Louis, Mo.

Report of Acting Master Shaw, U. S. Navy, regarding progress on the U. S. S. Indianola.

U. S. GUNBOAT INDIANOLA,

Cincinnati, September 18, 1862.

SIR: I am this day in receipt of a letter from Lieutenant-Commander O. C. Badger, placing me in command of the U. S. gunboat *Indianola* for the time being, with instructions to report to you for orders.

The work on the vessel is progressing finely under the supervision of the different contractors. Any orders you may send me will be promptly and faithfully attended to.

I am, sir, very respectfully, your obedient servant,

EDWARD SHAW,

Acting Master, Gunboat Indianola.

Commodore J. B. HULL, U. S. Navy,
St. Louis, Mo.

Order of Commodore Davis, U. S. Navy, to First Master Grant, for the transportation of fragments of guns to be presented to the Sisters of the Holy Cross.

FLAGSHIP EASTPORT, *September 19, 1862.*

SIR: I wish you to stop at Island No. 10 and take on board the fragments of a gun known as the *Lady Davis*, which burst in the hands of the rebels.

I wish you to stop again at Columbus and to take on board the fragments of a gun known as the Lady Polk, which also burst in the hands of the rebels; the fragments of this gun are lying on the bank near Mr. Davis's house.

You will exhibit the enclosed letter from General Quinby to myself to the military commanders at Island No. 10 and Columbus, who will have the goodness to allow you to take away the fragments above designated. Please explain to them that they are to be placed at the disposal of Sister Angela, superior of the Sisters of the Holy Cross, who are the principal nurses in our military hospitals, and that they are to be recast into a statue of peace for one of the religious establishments of which Sister Angela is the superior.

You will carry these fragments of guns to Cairo and deliver them to the care of Captain Pennock.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy,
Commodore, Commanding Western Flotilla.

First Master A. M. GRANT,
Commanding New National.

Report of Commodore Hull, U. S. Navy, regarding the condition of the U. S. S. Indianola.

ST. LOUIS, MO., *September 19, 1862.*

SIR: Enclosed herewith is a copy of an order from the Navy Department to turn over to you the gunboat *Indianola*, now at Cincinnati in charge of Acting Master Edward Shaw, appointed by Lieutenant-Commander O. C. Badger, assistant inspector of ordnance.

This boat was taken charge of by the military commanding officers at Cincinnati at the time of a threatened attack on that place, and was prepared temporarily for service by Lieutenant-Commander Badger, who made some necessary appointments and shipped several men for the guns.

The *Indianola* was still in the hands of the contractor at the time she was launched, and is not finished. The engines have not been tested, as required by the contract, and the screw engines require some changes in the valves, which will be done soon.

I enclose also a list of the officers appointed by Lieutenant-Commander Badger, but the engineers whose names are on the list have their appointments from the Secretary of the Navy.

I am, very respectfully, your obedient servant,

J. B. HULL,
Commodore, Superintending.

Commodore CHAS. H. DAVIS,
Commanding Western Flotilla, Cairo.

Report of Colonel Ellet, commanding Ram Fleet, transmitting report of expedition down the Mississippi River toward Vicksburg.

STEAM RAM SWITZERLAND,
Mound City, Ill., October 14, 1862.

I have the honor to forward you the report of my nephew, Medical Cadet Charles Rivers Ellet, respecting his late expedition down the

river to near Vicksburg. He informs me that his boats were repeatedly fired into by the bands of guerrillas from the shore, and had several sharp engagements. My boats are now all in good repair, and I shall resume my efforts to break these bands immediately.

Very respectfully,

ALFRED W. ELLET,
Colonel, Commanding Ram Fleet.

Hon. E. M. STANTON,
Secretary of War.

[Enclosure.]

STEAM RAM QUEEN OF THE WEST,
Off Helena, Ark., September 20, 1862.

SIR: I have the honor to report to you that while returning yesterday with the *Queen of the West* from Eunice Landing, in company with two transports, the *Iatan* and *Alhambra*, under the command of Lieutenant-Colonel C. E. Lippincott, we were fired upon in the bend above Bolivar. The enemy had collected a force of 700 men and three fieldpieces at this point, where the course of the channel renders it necessary for boats to run for several miles within a few yards of the bank. They intended to attack the fleet unexpectedly as it passed through, but a fugitive negro had brought us full information of their plans and position. The three boats, at the suggestion of Colonel Lippincott, were brought through the bend lashed together, the *Queen* occupying the inside position. When within about 40 yards of the bank the enemy opened a heavy fire upon us of Minié balls, canister, and round shot, riddling the *Queen* in every direction. Her guns, which were worked with great skill and bravery by Lieutenant Callahan and his detachment of artillerymen, silenced one of the enemy's pieces and threw shell which burst in the very midst of the guerrillas. The sharpshooters of the *Queen* and the infantry of the transports kept up a constant fire on the riflemen of the enemy, whose loss must necessarily have been heavy.

The fight lasted for twenty minutes, during which 1 man on the *Queen* was killed and another dangerously wounded. Both of the men were gunners belonging to Lieutenant Callahan's detachment. The *Iatan* lost 2 men killed. A few of the sharpshooters received slight injuries. The men all behaved very well. The enemy had intended to attack the fleet at two other points, but failed to do so, their losses having probably been much more severe than they had anticipated.

Very respectfully,

CHARLES RIVERS ELLET,
Medical Cadet, Commanding Division of Ram Fleet.

Lieutenant-Colonel ALFRED W. ELLET,
Commanding Steam Ram Fleet.

Report of Commodore Hull, U. S. Navy, regarding progress of work on vessels under construction.

ST. LOUIS, MO., *September 19, 1862.*

SIR: The workmen have been employed for the last week on the *Osage* and *Neosho* in finishing the bow and stern, calking the butts

and caps, and riveting the plates to the frame and on the bearings for the shafts.

On the *Winnebago*, in fitting and placing the floor frame irons and in bending those for the sides. No work has been done on the other two boats.

On the *Ozark* they have been employed in laying the deck and finishing the planking and ceiling and preparing to receive the boilers.

The work on the *Indianola* and *Chillicothe* has been interrupted by their being kept in a state of readiness for service. No report has been received from the *Tuscumbia*, though the work has been continued.

At Pittsburg the work has been continued on the bottoms of both boats.

I have been informed by Mr. J. B. Eads that he has had much difficulty in obtaining the necessary workmen, owing to the different orders from the military authorities requiring the enrollment of all men into the militia. This and other causes have also delayed the sending of iron from the mills and the work on the boats has been retarded from these causes over which he has no control.

I am, with great respect, your obedient servant,

J. B. HULL,

Commodore, Superintending.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Commodore Davis, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, responding to request for drill officers.

[FLAGSHIP EASTPORT,
Helena, Ark., September 19, 1862.]

MY DEAR CAPTAIN: I have been informed unofficially by the Department that you have asked for drill officers, etc., with the request that I would give the matter my official attention and sanction.

Please let me know what drill officers you want.

Hereafter you had better make such applications to me.

Very respectfully,

C. H. DAVIS, U. S. Navy,
Commodore, Commanding Western Flotilla.

Commander and Fleet Captain A. M. PENNOCK,
Cairo.

Explanatory letter from Fleet Captain Pennock, U. S. Navy, to Commodore Davis, U. S. Navy.

OFFICE OF GUNBOAT FLOTILLA,
Cairo, Ill., September 20, 1862.

MY DEAR COMMODORE: At the time I wrote * to the Secretary of the Navy, the whole of the Western country was in a state of excitement. One of the unfinished gunboats at Cincinnati, under the

* See letter to Navy Department, September 4, 1862.

superintendence of a naval officer, had been taken possession of by military authorities and put under the orders, as I understood, of a civilian, Mr. Duble, formerly first master of the *Conestoga*, who had also several small impromptu gunboats placed under his command.

Commodore Hull has received information that the *Chillicothe*, at Jeffersonville, was threatened with an attack, and if he did not man and arm her, Governor Morton would.

From the newspaper accounts, one would have judged that Mr. Duble and his fleet were everywhere in the Ohio River and the Western Gunboat Flotilla nowhere.

Under the circumstances, I deemed it a duty which I owed to you, to inform the Secretary, as soon as possible, and to make it a matter of record, what disposition had been made under your instructions of the vessels which you had available for that service.

It was on that occasion, feeling the want of officers to aid me in organizing and drilling men, that I, without proper reflection, asked that two lieutenants might be ordered here. I should have written to you upon the subject.

I had sent Sanford to command the *Chillicothe* rather than she should fall into other hands. Had Commodore Hull requested it, I would have sent officers and a crew to the gunboat at Cincinnati, even if it had taken the last man from the depot, believing that she would be more efficient under a naval organization, and being a Government vessel in commission on the Western waters, should be under your command and consequently under Government control.

I had to call into requisition the services of Gunner Hall, of the *Cincinnati*, to drill the men on board of the *Little Rebel* and the two receiving ships with the howitzers. Very few of our volunteer officers are familiar with that exercise.

Mr. Hall, I regret to inform you, is now sick and unable to perform active service.

I make this explanation, not doubting that you will approve of my motive, but because I fear that the Secretary of the Navy might think me presumptuous, a trait in the character of an officer which I think most objectionable.

Sincerely, your friend,

A. M. PENNOCK.

Acting Rear-Admiral CHAS. H. DAVIS.

Report of Fleet Captain Pennock, U. S. Navy, regarding officers for the U. S. S. Indianola.

U. S. NAVAL DEPOT,
Cairo, Ill., September 20, 1862.

SIR: I enclose 250 copies of the oath of office and 100 blank appointments.

The enclosed letters from Commodore Hull were received this morning.

I have examined the list of officers on board the *Indianola*. I am under the impression they were appointed by Mr. Duble, afterwards confirmed by Lieutenant Badger, who has been ordered as ordnance officer of the new gunboats under the control of Commodore Hull.

Edward Shaw was formerly first master of the *Tyler*. I know not for what reason he left the service. George L. Johnson is the same person who was on board the *Bragg*, and was informed by you that his services were no longer required.

John A. Yates I do not know; he is well spoken of. As Commodore Hull's letters were directed to you or the commanding officer at Cairo, I will write to him that I have sent his communication to you for instructions.

I can find officers and men enough for the *Indianola*, but the difficulty will be to find a commander for her.

He will be placed in a very responsible position, both with regard to the organization of a vessel with heavy guns and the very unsettled state of affairs at Cincinnati and on the Ohio River.

Should you decide to organize this vessel without delay, it may be necessary for me to go to Cincinnati for a few days.

I enclose a copy of a letter from Lieutenant Commanding Fitch. Our light fleet is doing good service. I send you several appointments for your signature, some of them are without date.

If you approve them I will date them properly.

Permit me to congratulate you upon your appointment as acting rear-admiral.

I have just received information that the rebel General Price, with a large force, has reached Hamburg, on the Tennessee River.

I have ordered the commander of the *Kobb* to proceed up the Tennessee River and cooperate with General Grant's forces, if he can pass the bar with safety.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Commander and Fleet Captain.

Acting Rear-Admiral CHAS. H. DAVIS,

Commanding Western Flotilla.

Report of Commodore Davis, U. S. Navy, requesting additional officers.

U. S. FLAGSHIP EASTPORT,
Helena, September 20, 1862.

SIR: I have been informed that Lieutenant-Commander Owen has been ordered to join the squadron.

When Commander Dove and Lieutenant Thompson are assigned shore duty there will be still a gunboat without a naval commander.

I have the honor respectfully to request that one or more lieutenants or lieutenant-commanders be ordered to report to me for duty.

Very respectfully,

C. H. DAVIS, U. S. Navy,

Commodore, Commanding Western Flotilla.

HON. SECRETARY OF THE NAVY,

Washington, D. C.

Report of Commodore Davis, U. S. Navy, transmitting letters connected with transportation of prisoners for exchange.

FLAGSHIP EASTPORT,
Helena, September 20, 1862.

SIR: I have the honor to inform the Department that the convoy of the first detachment of prisoners has returned, reporting that the exchange has been effected with quiet and dispatch. The transports of the first convoy were fired into on their return while passing General Clarke's plantation; enclosed is a copy of the apology of Colonel Starke, of the rebel Army, for this outrage upon the flag of truce.

The discharge of the second and third detachments is progressing favorably.

Enclosed is a copy of a letter from Captain Lazelle to myself on the subject.

Very respectfully,

C. H. DAVIS,
Commodore, Commanding Western Flotilla.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

ON BOARD TRANSPORT CHAMPION,
Near Ashton, [Ark.], Mississippi River,
September 14, 1862.

COMMODORE: I have the honor to inform you that all possible dispatch has been used in discharging the prisoners from the transports and hastening their return to Cairo.

I beg to add my earnest thanks for the prompt and kind manner in which you have at all times rendered me every possible aid and attention.

With the highest respect, I am, commodore, your obedient servant,

H. M. LAZELLE,
Captain, Eighth Infantry, U. S. Army,
Agent for the Exchange of Prisoners of War.

Commodore C. H. DAVIS,
Commanding Naval Forces on Western Waters.

DORSET GROVE, *September 17, 1862.*

SIR: I have just learned by the courier that some indiscreet picket or person fired into your boats ascending the river near Beulah, Bolivar County, Miss. This was in violation of positive orders, and the guilty persons will be arrested forthwith and promptly dealt with. I deeply regret the occurrence and can only assure you that such a thing shall not happen again.

Very respectfully, your obedient servant,

P. B. STARKE,
Colonel, Commanding.

Commander of the BOATS OF FLAG OF TRUCE.

Order of Commodore Hull, U. S. Navy, to Lieutenant-Commander Badger, U. S. Navy, for the delivery of the U. S. S. Indianola.

ST. LOUIS, Mo., *September 20, 1862.*

SIR: I have been directed by the Navy Department to turn over the *Indianola* to Commodore Charles H. Davis, who will provide officers and a crew for her. You will therefore deliver her to the officer sent by his authority to take command of her.

I am, very respectfully,

J. B. HULL,
Commodore, Superintending.

Lieutenant-Commander O. C. BADGER, U. S. Navy,
Jeffersonville.

Letter from Commodore Davis, U. S. Navy, to Major-General Sherman, U. S. Army, complying with recommendation for a gunboat below Fort Pillow.

FLAGSHIP EASTPORT,
Helena, September 21, 1862.

GENERAL: I shall hasten to comply with the recommendation contained in your letter of the 18th, and send a gunboat to the bend below Fort Pillow at the earliest possible moment.

I am, general, with the highest respect and regard, your most obedient servant,

C. H. DAVIS, U. S. Navy,
Commodore, Commanding Western Flotilla.

Major-General W. T. SHERMAN,
Headquarters Fifth Division, Memphis, Tenn.

Letter from Commodore Davis, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, deploring unwarrantable delay in construction of vessels.

Unofficial.]

FLAGSHIP EASTPORT,
Helena, September 21, 1862.

MY DEAR CAPTAIN: I reply unofficially to your official letter of the 18th, merely to say that I have given up in despair any further efforts in regard to the small steamers.

It excites as much wonder as discontent that Commodore Hull and Mr. Hartt should dare to trifle as they do with the public service in this its extreme emergency.

I am equally astonished that the Government should submit to see its service, and the sacred cause involved in it, sacrificed by unwarrantable delay.

I see the necessity of my going to Cairo to attend to the business of the transfer, and I will be there in time.

Very respectfully,

C. H. DAVIS, U. S. Navy,
Commodore, Commanding Western Flotilla.

Commander and Fleet Captain A. M. PENNOCK,
Cairo, Ill.

Order of Commodore Davis, U. S. Navy, to Captain Winslow, U. S. Navy, regarding gunboat for special service below Fort Pillow.

FLAGSHIP EASTPORT,
Helena, September 22, 1862.

SIR: I have received your two letters of the 21st instant.

Please send down the coal by the *Brown*, as you proposed; lightening the barges if necessary by distributing a portion into a third barge.

I am about to send a gunboat to the bend below Fort Pillow, by request of General Sherman. The gunboat I have selected for this service is at this moment absent from Helena, but is daily expected.

I shall order her to report to you, and I wish you to consider her under your special direction and a part of your immediate command.

In the meantime, if there should be no objection, you may show yourself off Fort Pillow and return to your station.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy,
Commodore, Commanding Western Flotilla.

Captain JOHN A. WINSLOW,
Commanding Baron De Kalb.

Order of Commodore Davis, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding plans for the improvement of the U. S. S. Cincinnati.

FLAGSHIP EASTPORT,
Helena, September 22, 1862.

SIR: I am very desirous, if it is a feasible project, to carry out Captain Phelps' plans for the improvement of the *Cincinnati*, which would furnish a pattern for the other gunboats of the same class.

The most important questions in my mind are, first, the increase of weight, and, second, the effect of that upon the speed of the vessel without any corresponding increase of the motive power.

This matter must be settled at once, and I wish you would direct Mr. McGee to prepare independent estimates of the displacement, etc., due to the addition to the plating, not forgetting to take into account the increased floatation due to the extension of the sides and to the addition to the fantail and forecastle.

Let Mr. Magee do this without seeing the enclosed estimates of Captain Phelps, and have his results ready for my examination when I come up.

I am waiting with extreme impatience for the book of allowances. I can not leave here until I see it.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy,
Commodore, Commanding Western Flotilla.

Commander and Fleet Captain A. M. PENNOCK.

Order of the Secretary of the Navy to Commander Porter, U. S. Navy.

NAVY DEPARTMENT, *September 22, 1862.*

SIR: You will be assigned to duty West, and on your way report in person to this Department for further orders.

I am, respectfully,

GIDEON WELLES.

Commander D. D. PORTER, U. S. Navy.
Newport, R. I.

[Telegram.]

CAIRO, *September 22, 1862—4:30 p. m.*

Just received the following telegram from Lieutenant Sanford, endorsed by General William Nelson:

General Nelson would like you to send two of the light-draft gunboats up to New Albany at once if possible. An attack is expected here Wednesday night by overwhelming force.

In anticipation of such news as the above, I requested you to deliver me some days since the light-draft boats in an unfinished state which you purchased for Commodore Davis's command; even with a temporary protection they would now be very useful. There are officers enough in St. Louis belonging to the flotilla to bring them down. Captain Wise has directed Mr. Zane to furnish all the provisions required. The officers in command could hire a few men to work the boats to this place.

A. M. PENNOCK,
Commander and Fleet Captain.

Commodore HULL, U. S. Navy.

Unofficial letter from Commodore Davis, U. S. Navy, to the Assistant Secretary of the Navy, making enquiry regarding the Ram Fleet.

FLAGSHIP EASTPORT,
Helena, September 23, 1862.

DEAR FOX: There is one thing concerning which I wish to consult you unofficially, and that is the Ram Fleet. I have never said anything about it because I had no personal feeling in the matter, and have no desire of my own to disturb the existing state of things. But Colonel Ellet now talks of transferring some of the most valuable of the rams to their special quartermaster at Cairo. Here at once is an essential change of condition in the Ram Fleet. In consequence of this movement of Colonel Ellet, I am led to ask whether the act of transfer, approved July 16, 1862, includes the Ram Fleet, and to say, if this act does include it, we should know it in time to secure all the vessels. They are very valuable, and would be of the greatest service to us as dispatch boats, scouts, and pickets, particularly during the present stage of the river.

Yours, very truly,

C. H. DAVIS,
Commodore, Commanding Western Flotilla.

Hon. G. V. Fox,
Assistant Secretary of the Navy, Washington, D. C.

[Telegram.]

ST. LOUIS, *September 23, 1862.*

The boats will be ready by Wednesday. Send the men as soon as you can, by river, with provisions.

J. B. HULL,
Commodore.

Commander PENNOCK,
Cairo.

[Telegram.]

CAIRO, *September 23, 1862—4:40 p. m.*

The men with one week's provisions leave this afternoon in steamer for Carondelet.

A. M. PENNOCK,
Commander and Fleet Captain.

Commodore J. B. HULL, U. S. Navy.

[Telegram.]

ST. LOUIS, Mo., *September 23, 1862—5 o'clock p. m.*

DEAR SIR: Are the boats *St. Clair* and *Brilliant* ready to sail? If so, please advise me at Barnum's. My officers are on board and I am prepared to leave as soon [as] the men arrive from Cairo.

Very respectfully, your obedient servant,

J. S. HURD,
First Master, U. S. Gunboat St. Clair.

Commodore HULL.

Letter from Commodore Davis, U. S. Navy, to Pilot Goss, discharging him from the Western Flotilla.

FLAGSHIP EASTPORT,
Helena, September 23, 1862.

SIR: The operations on the White River having ceased for the present, your services will be no longer required in the Western Flotilla.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy,
Commodore, Commanding Western Flotilla.

Pilot Goss.

Order of Commodore Davis, U. S. Navy, to Acting Ensign Blatchford, U. S. Navy, to report for duty on board the U. S. S. Louisville.

FLAGSHIP EASTPORT,
Helena, September 23, 1862.

SIR: You will report yourself to Commander Benj. M. Dove for duty on board the gunboat *Louisville* under his command.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy,
Commodore, Commanding Western Flotilla.

Acting Ensign JOHN T. BLATCHFORD.

General order of Commodore Davis, U. S. Navy, regarding employment of negroes on vessels of the Western Flotilla.

FLAGSHIP EASTPORT,
Helena, September 23, 1862.

After the 1st of October the returns of contrabands employed on board of all the vessels of this squadron, without distinction, will be made punctually at the end of every month, to be transmitted to the Department.

Contrabands will in no case, whatever may be their employment, receive a higher rating and pay than that of first-class boys, the lower ratings being given according to age and occupation.

C. H. DAVIS, U. S. Navy,
Commodore, Commanding Western Flotilla.

Report of Fleet Captain Pennock, U. S. Navy, transmitting letters from medical officers suggesting means of providing accommodations for the sick.

U. S. NAVAL DEPOT,
Cairo, Ill., September 24, 1862.

SIR: I have the honor to enclose a communication from Fleet Surgeon Gilchrist, together with a letter from Doctor Franklin, of Mound City Hospital.

From a careful consideration of the whole subject and the absolute necessity of procuring accommodations for our sick in one place, and under the sole direction of a naval medical officer, I am convinced that Fleet Surgeon Gilchrist's suggestion should be adopted as soon as possible.

I would respectfully ask your instructions on the subject.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

Acting Rear-Admiral CHAS. H. DAVIS,
Commanding Western Flotilla.

[Enclosure.]

OFFICE OF U. S. NAVAL DEPOT,
Cairo, Ill., September 24, 1862.

SIR: I have the honor to enclose a copy of a letter from Doctor Franklin, the surgeon of the Mound City Hospital, from which you will perceive that no more of our sick can be received there.

It is absolutely necessary that the sick of the *Red Rover* hospital boat be removed before any repairs or alterations be commenced on board the vessel. I do not think that our sick now in the hospitals at Mound City and Cairo can much longer be accommodated there.

For these reasons, and considering the large number of sick now destitute of proper accommodations, and taking into account also the probable necessities of the service for some time to come, I respectfully recommend that the building mentioned by Doctor Franklin be procured and immediately established as a naval hospital.

I have the honor to be, very respectfully,

EDWARD GILCHRIST,
Fleet Surgeon.

Captain PENNOCK,
Fleet Captain Mississippi Squadron.

[Subenclosure.]

U. S. GENERAL HOSPITAL,
Mound City, Ill., September 24, 1862.

SIR: I have the honor to inform you that we have at present no hospital facilities for the 130 seamen you propose sending here; all our beds are filled excepting about one dozen. The Mound City Hotel, a building capable of holding some 250 patients, can be taken possession of by competent authority, which can be made a good building for hospital purposes. I should think the building could be hired at nothing over \$1,500 per year, as it has paid its proprietors scarcely anything for the investment. The foundry, a brick building capable of holding 400 patients, can also be taken possession of by Government authorities, if they deem it practicable. Either of these buildings will make good hospitals, the former with but a little outlay of money; the latter will require a considerable sum to put it in order for a hospital, which will deprive the Government of its use for some weeks.

The hotel can be occupied in forty-eight hours after getting possession. I leave the consideration of these two buildings to the naval depot, and remain,

Very respectfully, your obedient servant,

E. C. FRANKLIN,
Surgeon, U. S. Army.

EDWARD GILCHRIST,
Fleet Surgeon, Cairo, Ill.

Report of Commodore Davis, U. S. Navy, acknowledging receipt of appointment as acting rear-admiral.

FLAGSHIP EASTPORT,
Helena, September 24, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of the 15th instant, appointing me as acting rear-admiral to take effect from the 16th of July, and to express my sincere thanks to the Department for this mark of its confidence.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy,
Acting Rear-Admiral, Commanding Mississippi Flotilla.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

COLUMBUS, *September 24, 1862.*

Fort Pillow is now unoccupied by Federal troops, and there is no gunboat there. You ordered all ordnance and ordnance stores to be moved, and I supposed until to-day that it had been done under the direction of Colonel J. W. Bissell. I am just informed that there are still at the fort several guns spiked—I know not how well—and gun carriages. There are many guerrillas in that section of Tennessee; they will probably take possession of the fort, and by mounting the guns would give our transports trouble. I think Commodore Davis would be willing to guard it and the crossings of the rebels with a gunboat. I am informed that large amounts of contraband goods are shipped from St. Louis for points in the vicinity of Fort Pillow.

I. F. QUINBY,
Brigadier-General.

Major-General GRANT.

Report of Fleet Captain Pennock, U. S. Navy, regarding urgent request for a gunboat at Fort Pillow.

U. S. NAVAL DEPOT,
Cairo, Ill., September 25, 1862.

SIR: General Quinby called upon me last night and informed me that the force stationed at Fort Pillow had been withdrawn unintentionally, and as it was important that the enemy should not take possession of that point, he requested, in General Grant's name, that a gunboat might be sent there immediately. I informed him that the gunboats now here were under repair, but that the *Carondelet* would probably be ready early next week and that I would communicate with Captain Walke upon the subject; that I was so fully impressed with the importance of that point being held by us, if I had a gun-

boat here in readiness and subject to my command she should be sent within the hour.

As the troops from Fort Pillow were then at Columbus on their way to Bolivar I suggested that it was not too late to order them back until other arrangements could be made; he left me to see General Grant (who was here last night) upon the subject.

He also requested me to write to you and ask that a gunboat be stationed at Fort Pillow to cruise above and below.

Respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

Acting Rear-Admiral CHAS. H. DAVIS,
Commanding Mississippi Flotilla, Helena, Ark.

Order of Acting Rear-Admiral Davis, U. S. Navy, to Lieutenant Thompson, U. S. Navy, commanding U. S. S. Pittsburg, to proceed to Memphis, Tenn.

FLAGSHIP EASTPORT,
Helena, September 25, 1862.

SIR: As soon as you are able to cross the bar I wish you to proceed in the *Pittsburg*, under your command, to Memphis and report for duty and further orders to Captain J. A. Winslow, of the *Baron de Kalb*.

Very respectfully,

C. H. DAVIS, U. S. Navy,
Acting Rear-Admiral, Commanding Mississippi Flotilla.

Lieutenant Commanding EGBERT THOMPSON.

Report of Acting Rear-Admiral Davis, U. S. Navy, transmitting list of capture.

FLAGSHIP EASTPORT,
Helena, September 25, 1862.

SIR: I have the honor to transmit to the Department a book containing a list of prizes captured by the Mississippi Flotilla under Admiral Foote and myself.

All the particulars that can now be collected concerning them are given.

They are not entered in the order of time of their capture.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy,
Acting Rear-Admiral, Commanding Mississippi Flotilla.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

List of boats captured by the gunboat flotilla.

Name.	Where captured.	By whom captured.
Eastport.....	Up Tennessee, near Savannah.....	Lieutenant Phelps.
Alfred Robb.....	do.....	Lieutenant Gwin.
De Soto.....	Island No. 10.....	Commodore Foote.
Admiral.....	do.....	Do.
Mars*.....	do.....	Do.
Sovereign.....	Near Memphis.....	Commodore Davis.
Victoria.....	At Memphis.....	Do.
Kentucky.....	do.....	Do.
H. R. W. Hill.....	do.....	Do.
Acacia.....	do.....	Do.
Clara Dolsen.....	White River.....	Captain Kilty.
Red Rover.....	Island No. 10.....	Commodore Foote.
New National.....	Memphis.....	Commodore Davis.
New Madrid, wharf boat.....	Island No. 10.....	Commodore Foote.
Sumter (formerly Beebe).....	Memphis.....	Commodore Davis.
General Bragg (Mexico).....	do.....	Do.
General Price.....	do.....	Do.
Little Rebel (Tug N. O.).....	do.....	Do.
General Beauregard.....	Sunk below Memphis in engagement.....	
Algiers Floating Dock.....	Island No. 10.....	Commodore Foote.
Mohawk.....	Sunk, Island No. 10.....	Do.
Grampus.....	do.....	Do.
John Simonds.....	do.....	Do.
Yazoo.....	do.....	Do.
Prince.....	Sunk by the rebels before the fight.....	
Winchester.....	do.....	
Sallie Wood.....	Captured up Tennessee.....	
Colonel Lovell.....	Sunk in fight at Memphis.....	
Maurepas.....	Burnt up White River.....	By order Captain Winslow.
Eliza G.....	do.....	Do.
John Gault.....	do.....	Gunboat Lexington, Captain Stembel.
Wade Water Belle.....	do.....	Conestoga, Captain Phelps.
W. Terry.....	do.....	
General Pillow.....	Captured, Hatchee River.....	Captain Thompson.
Jeff. Thompson.....	Blown up at Memphis.....	Commodore Davis.

* Captured by rebels. John Good, of C., [bearer?]

† Sunk in August.

Report of Naval Constructor Hartt, U. S. Navy, announcing the departure from St. Louis of the U. S. S. Brilliant.

CONTRACTOR'S OFFICE,
St. Louis, Mo., September 25, 1862.

SIR: I have the honor to report the departure at 12: 40 p. m. of the U. S. S. *Brilliant* from the waters of Carondelet. Her draft of water when leaving was 1 foot 10 inches forward and 2 feet 4 inches aft.

I am, very respectfully, your obedient servant,

EDWARD HARTT,
Naval Constructor, U. S. Navy.

Commodore J. B. HULL, U. S. Navy,
Superintending.

Report of Naval Constructor Hartt, U. S. Navy, announcing the departure from St. Louis of the U. S. S. St. Clair.

CONSTRUCTOR'S OFFICE,
St. Louis, Mo., September 25, 1862.

SIR: I have the honor to report the departure at 12: 40 p. m. of the U. S. S. *St. Clair* from the waters of Carondelet. Her draft of

water when leaving was 2 feet 4 inches forward and 2 feet 4 inches aft.

I am, respectfully, your obedient servant,

EDWARD HARTT,
Naval Constructor, U. S. Navy.

Commodore J. B. HULL, U. S. Navy,
Superintending.

*Order of Commodore Hull, U. S. Navy, to First Master Perkins,
U. S. Navy, commanding U. S. S. Brilliant.*

ST. LOUIS, MO., *September 25, 1862.*

SIR: Proceed without delay with the steamer *Brilliant* to Cairo and report to Commander Pennock.

Very respectfully, .

J. B. HULL,
Commodore.

Master Commanding C. G. PERKINS,
St. Louis, Mo.

(And a similar order to Master Commanding J. S. Hurd, of the *St. Clair*.)

Instructions from Acting Rear-Admiral Davis, U. S. Navy, to Fleet Captain Phelps, U. S. Navy, previous to leaving Helena for Cairo, to be present at transfer of Western Flotilla.

HELENA, *September 25, 1862.*

SIR: I shall leave this evening in the *De Soto* for Cairo, in order to be present at the final transfer of the flotilla to the Navy Department.

I shall leave my flag flying as before, but you are at liberty to transfer it to the *Benton* or any other vessel of the squadron as long as the *Eastport* is confined to her present position by the state of the water on the bar below.

As soon as Captain Lazelle returns and reports the exchange of prisoners concluded and the transports returned, I wish you to resume the strictest police of the river between here and the mouth of the Yazoo.

In consequence of the relaxation of that police, arising from the exchange of prisoners and the numerous flags of truce, it will be expedient to move down with considerable force, leaving, however, the *Louisville* and *General Bragg*, at least, at Helena.

The transportation of arms, ammunition, and men from Mississippi to Arkansas, is, as you are well aware, the service in which the rebels are at this moment busily engaged. To prevent this, and to punish the rebels by night surprises, achieved by means of information from the contrabands, will be the principal objects of the expedition.

The time of my absence from the squadron can not be fixed. I wish you, therefore, to communicate to me whatever there may be of importance or information, and especially where the results of your expedition are of a nature to be reported to the Department.

Finally, I wish you to call upon General Steele and hand him the enclosed letter and reiterate my offers of service, and my assurances of a zealous cooperation in all that may tend to advance our common cause.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy,
Acting Rear-Admiral, Commanding Western Flotilla.

Commander and Fleet Captain S. L. PHELPS, U. S. Navy,
Helena, Ark.

Letter from Acting Rear-Admiral Davis, U. S. Navy, to Brigadier-General Steele, U. S. Army, announcing his departure for Cairo.

FLAGSHIP EASTPORT,
Helena, September 25, 1862.

GENERAL: I regret very much to say to you that I have been called to Cairo to direct the transfer, which takes place on the 1st of October, of the gunboat flotilla, under my command, from the War Department to the Navy Department.

I leave my flag flying either on board of this ship or on board the *Benton*, and this division of the squadron will be under the immediate command of the Flag Captain Phelps.

I have enjoined it upon him to continue to cooperate with you in every way in his power. I have the most perfect reliance upon his judgment as well as zeal, with which, however, you have had opportunity to become acquainted as well as myself. I have directed Captain Phelps, as soon as the exchange of prisoners is completed, the transports have returned, and Captain Lazelle has reported these facts, to go down the river in force for the purpose of repressing the guerrillas, the southern limit of his cruising ground being the mouth of the Yazoo and Young's Bend.

I have the honor to be, general, your most obedient servant,

C. H. DAVIS, U. S. Navy,
Acting Rear-Admiral, Commanding Western Flotilla.

Brigadier-General FREDK. STEELE,
Commanding District at Helena.

Order of the Secretary of the Navy to Commodore Hull, U. S. Navy, regarding superintendence of three vessels building in the West.

NAVY DEPARTMENT, September 26, 1862.

SIR: The following-named ironclad steamers building in the West for the Navy will be under the superintendence of Rear-Admiral F. H. Gregory and Chief Engineer J. W. King, as supervising engineer, viz:

Tippecanoe, at Cincinnati.

Catawba, at Cincinnati.

Manayunk, at Pittsburg.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commodore Jos. B. HULL, U. S. Navy,
St. Louis, Mo.

Order of Acting Rear-Admiral Davis, U. S. Navy, to Lieutenant-Commander Meade, jr., U. S. Navy, for the command of the U. S. S. Louisville.

U. S. S. DE SOTO,
Memphis, September 26, 1862.

SIR: You will proceed to Helena by the earliest opportunity and report to Lieutenant-Commander Phelps for the command of the gunboat *Louisville*.

Captain Phelps will furnish you with an inventory of the furniture and stores in the *Louisville*, on file in the desk in the office of the *Eastport*.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy,
Acting Rear-Admiral, Commanding Western Flotilla.

Lieutenant-Commander R. W. MEADE, Jr., U. S. Navy,
Memphis, Tenn.

Order of Acting Rear-Admiral Davis, U. S. Navy, to Captain Winslow, U. S. Navy, commanding U. S. S. Baron de Kalb, to proceed to station below Fort Pillow.

U. S. NAVAL DEPOT,
Cairo, September 27, 1862.

SIR: If the *Pittsburg* has not reported to you for duty for the station below Randolph at the time of your receiving this letter, you will proceed to the bend below Fort Pillow and remain there until relieved either by that or some other vessel.

A vigilant watchfulness over the guerrilla party which has attempted to interrupt the free navigation of the Mississippi at this point has become indispensable.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy,
Acting Rear-Admiral, Commanding Western Flotilla.

Captain J. A. WINSLOW,
Commanding Baron De Kalb.

Report of Commodore Hull, U. S. Navy, regarding progress of work on construction of vessels.

ST. LOUIS, MO., *September 27, 1862.*

SIR: During the week the work on the boats has been continued as follows:

On the *Osage*, finishing the planking at the stern and riveting the frames to the outside plates, bending and fitting some of the deck beams in their places.

On the *Neosho*, riveting the frame to the outside plates, fitting the clamp strake cross bulkheads, stern plating, and calking.

On the *Winnebago* and *Milwaukee*, bending the frames, fitting the floor irons in their places, and preparing the side plates.

On the *Chickasaw* nothing has been done.

On the *Ozark*, laying the deck, calking inside, and getting the boilers on board.

The *Chillicothe* is at anchor in the river near Louisville, ready for service.

The *Indianola* in commission at Cincinnati, working on the armor.

The *Tuscumbia* is nearly ready to launch.

On the *Marietta* five strakes, and on the *Sandusky* six strakes on each side of the middle are riveted, extending the whole length of the bottom.

I am, with great respect, your obedient servant,

J. B. HULL,

Commodore, Superintending.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Colonel Ellet, U. S. Army, commanding Ram Fleet, urging the immediate provision of a fleet of ironclad rams.

STEAM RAM SWITZERLAND,

Cairo, Ill., September 28, 1862.

I have the honor to call your attention again to a matter that has before been presented to your notice, and that, in my opinion, is of very grave importance to the public interest, viz, the providing without delay an ironclad fleet of rams to meet the enemy's new fleet that without doubt will appear upon these waters with the next flood.

* * * * *

It is in view of these, to me, plain facts that I take the liberty of urging upon your notice again the great importance of providing one or more boats of strength and speed equal at least to what we know the enemy have heretofore produced and are capable of reproducing. The disastrous and most mortifying raid of the *Arkansas* should not soon be forgotten. Recent developments seem to show conclusively that her final destruction was partially, at least, owing to the severe shock she received from the *Queen of the West*, which disarranged her engine and caused her machinery to break down. If at the time of that action the *Queen* had been ironclad, so that she could, with partial impunity, have for ten minutes longer endured the terrific fire she was exposed to, the *Arkansas* would never again have left her anchorage.

I trust that you will excuse me for the liberty of thus addressing you, and in apology can only say that the question seems to me of such grave importance, the preparation so far as I can see so small to meet it, that I have felt emboldened, from my knowledge of your energy to provide to meet emergencies, to address you this letter.

With sentiments of highest esteem and unlimited confidence, I remain, very respectfully, your obedient servant,

ALFRED W. ELLET,

Colonel, Commanding Ram Fleet.

HON. E. M. STANTON,

Secretary of War.

Order of Captain Winslow, U. S. Navy, to Lieutenant Thompson, U. S. Navy, commanding U. S. S. Pittsburg, to proceed to Randolph, Tenn., and cruise in that vicinity for protection of trade.

GUNBOAT BARON DE KALB,
Memphis, September 29, 1862.

SIR: You will proceed with the *Pittsburg* under your command to Randolph, occasionally visiting Ashport, Fort Pillow, and such other contiguous points as you may deem necessary to protect commerce, and prevent the rebels from fortifying these points and shutting up the river.

Your attention will also be directed to the circular letter of the Secretary of the Navy, in reference to opening trade. This duty requires discernment and discretion—first in promoting all legal, and, secondly, preventing all illicit traffic.

Very respectfully, your obedient servant,

J. A. WINSLOW,
Captain, Commanding at Memphis.

Lieutenant Commanding EGBERT THOMPSON,
Gunboat Pittsburg, Memphis.

Letter from Acting Rear-Admiral Davis, U. S. Navy, to Brigadier-General Quinby, U. S. Army, regarding withdrawal of gunboat from Fort Pillow.

NAVAL DEPOT,
Cairo, September 29, 1862.

GENERAL: The letter introducing your young friend, Assistant Paymaster [Charles A.] Gardiner, was duly received, and gave great pleasure by affording me an opportunity of rendering you a slight service.

I will take good care of him, put him on board of a comfortable ship, give him a fair start in his new duties, and smooth down the rough places as much as possible. I hope, General, you will do me the kindness to let me know when I can be of any service to you.

I take this opportunity to pass to an official subject. The gunboat was withdrawn from Fort Pillow with General Sherman's consent at the time when he had a sufficient force of troops there. Another gunboat was ordered there several days ago from Helena, but experienced some delay in getting over the bar. In consequence of this, I brought the gunboat *Lexington* up the river with me to a certain distance and sent her back again, and will keep the *Tyler* and *Lexington* cruising actively in the river between here and Helena.

I have also ordered another gunboat to the bend below Fort Pillow, to remain until relieved by the one from Helena.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy,
Acting Rear-Admiral, Commanding Western Flotilla.

Brigadier-General I. F. QUINBY,
Headquarters District of the Mississippi, Columbus, Ky.

Order of the Secretary of the Navy to the Chief of Bureau of Medicine and Surgery to proceed to Cairo, Ill., to secure hospital buildings for the Mississippi Flotilla.

NAVY DEPARTMENT, *September 29, 1862.*

SIR: You will proceed to Cairo, Ill., and confer with Rear-Admiral Davis in reference to hospital arrangements for the Mississippi Flotilla.

You are authorized to hire any necessary buildings at or near Mound City, or any other convenient and salubrious locality, if proper buildings are to be obtained; if absolutely necessary, you are authorized, upon your own discretion, to have temporary buildings erected, taking proper guaranties for the prompt and faithful execution of the work.

If the wharf boat recently captured by Lieutenant Commanding Egbert Thompson at Eunice, Ark., is considered fit for hospital use, Admiral Davis has authority to have her removed to the most eligible point and at once prepared for this service.

I am, respectfully,

GIDEON WELLES,
Secretary of Navy.

Surgeon WM. WHELAN,
Chief of Bureau of Medicine and Surgery.

Report of Acting Rear-Admiral Davis, U. S. Navy, transmitting tabular statement regarding batteries in the vessels of his command.

NAVAL DEPOT,
Cairo, September 30, 1862.

SIR: I have received your telegraphic communication of this date and send by to-day's mail a tabular statement of the present batteries of the gunboats of the Mississippi Squadron.

The commanders of the several vessels of the squadron will be required to furnish each a separate report in compliance with the terms of the telegraphic communication.

Very respectfully,

C. H. DAVIS, U. S. Navy,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain J. A. DAHLGREN,
*Chief Bureau of Ordnance,
Navy Department, Washington, D. C.*

[Enclosure.]

*Present battery of the gunboats composing flotilla on Western waters,
September 29, 1862.*

Name of gunboat.	Rifle 12-pdr. howitzer.	Smooth 12-pdr. howitzer.	24-pdr.	33 cwt. 32-pdr.	42 cwt. 32-pdr.	60 cwt. 32-pdr.	70 cwt. 42-pdr.	Army rifle.	8-inch.	9-inch.	10-inch.	30-pdr. Parrott rifle.	30-pdr. Dahlgren rifle.	50-pdr. Dahlgren rifle.	Total battery.
1. Benton.....		1			8			4	2				2		16 guns, exclusive of howitzers.
2. Carondelet.....		1			6			1	4				1	1	13 guns, exclusive of howitzers.
3. St. Louis.....		1			6			2	2				2		Do.
4. Pittsburg.....		1			6			2	2				2		Do.
5. Louisville.....		1			6			2	2				2		Do.
6. Mound City.....		1			6			2	2				1	1	Do.
7. Cairo.....		1			6			2	2				1		Do.
8. Cincinnati.....		1			6			2	2				2		Do.
9. Essex.....			1				1			3	1			2	7 guns, exclusive of howitzers.
10. Conestoga.....	1				4										4 guns, exclusive of howitzers.
11. Lexington.....		1			1				4			2			7 guns, exclusive of howitzers.
12. Tyler.....		1							6			3			9 guns, exclusive of howitzers.
13. Eastport*.....	2			4								2		2	8 guns, exclusive of howitzers.
14. General Bragg.....	1				1							1			2 guns exclusive of howitzers.
15. Sumter†.....					1	1									2†
16. Little Rebel.....	3														3 howitzers.
17. Alfred Robb.....	2	2													4 howitzers.
18. General Pillow.....	2	2													2 howitzers.
19. Fairplay†.....	2	2													4 howitzers.
20. Brilliant†.....	2	2													Do.
21. St. Clair†.....	2	2													Do.
Total guns in service	15	20	1	4	57	1	1	18	32	5	1	16	3	8	

*Armament to be changed.

†Lost.

‡Armament at present deficient.

*Additional.*22 *Chillicothe*, 2 XI-inch guns.23 *Marmora*, not yet commissioned; same as *St. Clair*.24 *Indianola*, 2 XI-inch guns.25 *Signal*, not yet commissioned; same as *St. Clair*.

Report of Acting Rear-Admiral Davis, U. S. Navy, transmitting letter of the commanding officer of the U. S. S. Baron De Kalb, regarding robbery committed on that vessel.

U. S. NAVAL DEPOT,
Cairo, Ill., September 29, 1862.

SIR: I have the honor to transmit to the Department the enclosed communication.

Since it will probably be the subject of special investigation, I am not prepared at present to express an opinion upon Captain Winslow's letter.

Very respectfully, your obedient servant,

C. H. DAVIS,

Acting Rear-Admiral, Commanding Mississippi Squadron.

The Hon. GIDEON WELLES,

Secretary of the Navy.

[Enclosure.]

GUNBOAT BARON DE KALB,
Memphis, September 26, 1862.

SIR: I regret to inform you that the paymaster's safe, containing \$9,662, with some Government vouchers, mysteriously disappeared from this vessel on the night of the 23d instant. The money enclosed in the safe was proceeds of damaged cotton fished up from the sunken rebel gunboats *Beauregard* and *Jeff Thompson*. The perishable nature of the cotton from mildew, and the necessity of its being cleaned from mud and cinders, rendered a sale compulsory, and the amount above stated was collected therefrom.

The safe was under the charge of the executive officer of this vessel, and the mode of its disappearance at the time that a quarter of the ship's company were on watch, with sentries posted in the immediate vicinity, is a matter enveloped in mystery.

Very respectfully, your obedient servant,

J. A. WINSLOW,
Captain.

Acting Rear-Admiral CHAS. H. DAVIS,
Commanding U. S. Naval Forces, Western Waters.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding recovery of the stolen money.

U. S. NAVAL DEPOT,
Cairo, Ill., November 2, 1862.

SIR: A robbery was reported to you as having been committed on board the U. S. gunboat *Baron De Kalb* September 20 [23], 1862.

Two detectives (Sergeants Rode and Delany, of the Metropolitan Police of the city of New York) were set to work to ferret out the robbers and arrested one of the persons suspected in New York, who had deserted from the *Baron De Kalb*, who informed on another left behind in the vessel.

The names of these two seamen are James Kincaid and Henry Coyne.

Part of the money was found in New York and a portion in the possession of Henry Coyne, amounting in all to five thousand and some hundred dollars, all of which is now in the hands of Robert Scott, property clerk of the Metropolitan Police, New York.

It appears that these two seamen took the iron chest, placed it on board a boat at night, and dropped downstream, when they only partly opened it, and I am under the impression they obtained but a portion of the money.

They then returned to the ship, Mr. James P. Paulding, officer of the deck, being absent from his post all this time, for which reason I have recommended that he be dropped from the service.

Captain Winslow offered a thousand dollars reward for the recovery of the money, and I have referred the two policemen mentioned above to the Department for settlement.

They have displayed a most wonderful amount of tact and sagacity in following up the guilty parties, adopting all the ways known only to persons of their calling, and going back and forth between Memphis and New York without any regard to the inconvenience they might suffer.

The result will have a most happy effect among all persons in the squadron against embezzling public property, and show them how little chance there is of escaping justice.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Comdg. Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Commander Porter, U. S. Navy, to assume command of the Mississippi Squadron.

NAVY DEPARTMENT, *October 1, 1862.*

SIR: Under the authority of an "Act to promote the efficiency of the Navy," approved December 21, 1861, section 4, you are selected to command the Mississippi Squadron. You will therefore proceed to Cairo, Ill., by the 12th instant, and report to Acting Rear-Admiral Charles H. Davis, who will transfer the command of that squadron to yourself, when you will immediately hoist your flag as acting rear-admiral. This appointment to continue in force while you are in command of that squadron.

On your way to Cairo, the Department desires you to inspect the gunboats building at Pittsburg, Cincinnati, Mound City, and St. Louis.

I am, respectfully,

GIDEON WELLES.

Commander D. D. PORTER, U. S. Navy,
Appointed to Command Mississippi Squadron.
Washington, D. C.

General order announcing the transfer of the Gunboat Flotilla from the War to the Navy Department.

GENERAL ORDERS, {	WAR DEPARTMENT,
No. 150. }	ADJUTANT-GENERAL'S OFFICE,
	<i>Washington, October 2, 1862.</i>

The following order is published for the information of all concerned:

Order transferring Gunboat Fleet.

WAR DEPARTMENT,
Washington City, D. C., October 1, 1862.

Under the act of Congress of 16th July, 1862, the Western Gunboat Fleet is this day transferred from the War to the Navy Department.

The officers in charge will transfer to the officers of the Navy authorized to receive them the vessels, naval stores, supplies, and property of all kinds pertaining to the fleet. The usual receipts will be taken in triplicate for all property transferred.

The chief quartermaster, Captain G. D. Wise, of the Gunboat Fleet, will settle up all indebtedness of the fleet to the 1st October, make the usual returns, and will close his accounts and report by letter to the Quartermaster-General.

In thus transferring this fleet, organized and built under the direction of the War Department, to the Navy Department, the Secretary of War desires to express to the officers both of the Army and Navy and to the civilians temporarily employed upon this dangerous service of the Gunboat Fleet his high sense of the valor, skill, and patriotism with which the operations of this fleet have been conducted. The brilliant and important service of the gunboats at Fort Henry, Fort Donaldson [Donelson], Columbus, Island No. 10, Pittsburg Landing, Memphis, Vicksburg, Natchez, Baton Rouge, and generally in independent action, or in cooperation with the Army on the Western rivers, will constitute one of the brightest pages in the history of the war for the preservation of the integrity of the country and the suppression of a causeless and wicked rebellion.

They have the thanks, so well deserved, of this Government and of the people of the United States.

By order of the Secretary of War:

L. THOMAS.
Adjutant-General.

An act transferring the Western Gunboat Fleet from the War to the Navy Department.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Western Gunboat Fleet, constructed by the War Department for operations on the Western waters, shall be transferred to the Navy Department, which will be hereafter charged with the expense of its repair, support, and maintenance: *Provided*, That all vessels now under construction or repair by authority of the War Department shall be completed and paid for under the authority of that Department from appropriations made for that purpose.

SEC. 2. *And be it further enacted*, That this act shall take effect and be in force from and after its passage.

Approved, July 16, 1862.

Report of Acting Rear-Admiral Davis, U. S. Navy, regarding the rank in the Navy of those who have served as first, second, third, and fourth masters in the flotilla.

U. S. NAVAL DEPOT,
Cairo, October 2, 1862.

SIR: The lists of officers accompanying this letter contain the names of those who are borne on the books of the respective vessels in which they are reported.

They give the existing rank of the officers of the flotilla up to the 30th of September, or, in other words, as established by Admiral Foote, with the following understanding however:

1. That first masters will be appointed acting volunteer lieutenants if, in the opinion of the Department, they are properly qualified and recommended.

2. That first masters, when not so qualified and recommended, will receive the rank of acting masters in the line.

3. That second masters will be appointed acting masters in the line.

4. That third and fourth masters will be appointed acting ensigns in the line, except where recommended for promotion with the approval of the Department.

5. The acting chief engineers will be appointed acting first assistant engineers.

If the above understanding of the intentions of the Department is correct, I will take the liberty to suggest that this letter be given to the clerk charged with making the appointments.

A larger allowance of watch officers than is customary has been made on account of the climate.

I am, very respectfully, your obedient servant,

C. H. DAVIS,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Davis, U. S. Navy, regarding operations against guerrillas in Ohio and Tennessee rivers.

No. 12.]

U. S. NAVAL DEPOT,
Cairo, October 2, 1862.

SIR: I have the honor to report to the Department that the several communications received from Lieutenant-Commander Fitch during the past month show that he has been very active, and that the guerrillas have at several places been driven from the banks of the Tennessee and Ohio by the vessels under his command.

Very respectfully, your obedient servant,

C. H. DAVIS,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Thompson, U. S. Navy, commanding U. S. S. Pittsburg, regarding the detention of that vessel near Fort Pillow, for suppression of guerrillas.

U. S. GUNBOAT PITTSBURG,
Off Fort Pillow, Tenn., Oct. 3, 1862.

SIR: I respectfully report this vessel succeeded in crossing the bar at Helena on the 27th inst. Stopped at Memphis, filled up with coal, and reached Randolph on the 30th inst.

I remained at Randolph two days to protect the *Ohio Belle*, sent from the command at Memphis to remove the guns left there; 6 were taken away. The transport then took this vessel in tow and came up to this place. At the foot of the Island [No.] 34 the current is too strong for this vessel to stem it. If I go below, I shall be obliged to remain, or detain one of our best towboats passing up to tow the vessel through there to return here. Upon our arrival here, I found Fort Pillow was occupied by a small force sent from Columbus.

Three separate gangs of guerrillas, numbering about 250 each, are reported in this section about 25 miles back. The officer in command here has requested me to remain, in case the guerrillas should mass their forces and make an attack. I shall remain here until sufficient time has elapsed for it to get noised about the country a gunboat is stationed here. No necessity exists for going above just now. A scouting party from Columbus, sent by water, has just left here, having visited the suspicious points on the river above.

I herewith send you a copy of my instructions from Captain Winslow.

My sick list is quite large; 19 absent on the hospital boat *Red Rover*, 17 in the hospital at Memphis, and 9 convalescent cases on board, all with intermittent fever. One pilot and two engineers on duty. I buried one of the crew at Memphis. I herewith forward a certificate of his death.

Will you please give directions for supplying the vessel with coal. I understand from the officer in command here it is the intention to hold these works. If so, a coal barge can be secured to the bank with safety. Captain Winslow informs me he can not supply it from below.

Very respectfully, your obedient servant,

EGBERT THOMPSON,
Lieutenant, Commanding.

Rear-Admiral CHARLES H. DAVIS,
Commanding Western Flotilla, Cairo, Ill.

Order of Acting Rear-Admiral Davis, U. S. Navy, to Acting Volunteer Lieutenant Hoel, U. S. Navy, to assume command of the U. S. S. Pittsburg.

NAVAL DEPOT,
Cairo, October 6, 1862.

SIR: You are hereby detached from the flagship *Eastport*, and will report yourself to Captain J. A. Winslow for command of the gunboat *Pittsburg*, stationed at present at Fort Pillow.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant WM. R. HOEL, U. S. Navy,
Flagship Eastport, Helena, Ark.

Order of Acting Rear-Admiral Davis, U. S. Navy, to Lieutenant Thompson, U. S. Navy, to assume command of the U. S. receiving ship Clara Dolsen.

NAVAL DEPOT,
Cairo, October 6, 1862.

SIR: On being relieved by Lieutenant Commanding Hoel in the command of the gunboat *Pittsburg* you will report to Commander

and Fleet Captain A. M. Pennock at the naval depot, Cairo, for the command of the receiving ship *Clara Dolsen*.

Very respectfully, your obedient servant,

C. H. DAVIS,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding EGBERT THOMPSON,

Commanding Pittsburg, off Fort Pillow.

Order of Acting Rear-Admiral Davis, U. S. Navy, to Fleet Captain Phelps, U. S. Navy, regarding transfer of his flag.

CAIRO, October 7, 1862.

SIR: You will please haul down my flag on board the *Eastport* on the 9th instant. It will be hoisted on board the *Carondelet*.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Commander and Fleet Captain S. L. PHELPS, U. S. Navy,

Helena, Ark.

Order of Acting Rear-Admiral Davis, U. S. Navy, to Captain Walke, U. S. Navy, commanding U. S. S. Carondelet, in view of the transfer of his flag to that vessel.

CAIRO, October 7, 1862.

SIR: You will please hoist my flag on board the *Carondelet* on the morning of the 9th instant.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain H. WALKE, U. S. Navy,

Commanding Carondelet.

Report of Acting Rear-Admiral Davis, U. S. Navy, urging the need of a permanent powder magazine.

NAVAL DEPOT,

Private.]

Cairo, October 7, 1862.

DEAR DAHLGREN: A few days ago I wrote you an official letter to Mr. Welles, under the pressure of an accident to the new magazine boat, to suggest to him the necessity for building a permanent magazine for the powder of the squadron.

Since that letter was written it has been necessary to haul the magazine boat up, to transfer 350 tons of loaded shell and 800 barrels of powder and cartridges to the holds of two of the transport steamers (most inappropriate places), and to keep men working day and night until it was done.

This is the third time that our floating magazines have suddenly and unaccountably sprung a leak and broken down.

I can not write to Mr. Welles upon the subject as I do to you; it is one of great anxiety to the commander-in-chief and to the senior officer in charge.

For example, in addition to our own watchmen and men, we obtain a guard of soldiers from General Tuttle and keep the *Little Rebel* well armed and manned on constant watch. This gives you an idea of the insecurity arising from the enemy, and when you add to this the double fear of accidents by water and fire, and the destructible nature of the property, you may imagine that I do not overstate the urgency of the case.

The state of the magazine is a question for you to determine. For obvious reasons I am in favor of St. Louis, but have, after all, only general views in this respect.

Hoping to see you very soon, I am always, with great regard,
Your friend,

C. H. DAVIS, U. S. Navy,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain J. A. DAHLGREN,
*Chief Bureau of Ordnance, Navy Department,
Washington, D. C.*

Letter from Acting Rear-Admiral Davis, U. S. Navy, to Brigadier-General Tuttle, U. S. Army, requesting assistance in the establishment of a naval hospital at Mound City.

CAIRO, October 9, 1862.

GENERAL: The establishment of a naval hospital at Mound City, the sudden necessity for which has arisen, as you are aware, from the late glorious victory over the rebels at Corinth, is unavoidably attended with so much haste and confusion that I am compelled to ask you to place a small guard at the disposal of the fleet surgeon to preserve order and to keep the sick and convalescent within bounds until the establishment can be properly regulated and disciplined.

I have the honor to be, general, very respectfully, your most obedient servant,

C. H. DAVIS, U. S. Navy,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Brigadier-General J. M. TUTTLE, U. S. Army,
Commanding District of Cairo.

Order of Acting Rear-Admiral Davis, U. S. Navy, to Lieutenant Gregory, U. S. Navy, commanding U. S. S. Little Rebel, regarding the detention of the steamer City of Alton.

CAIRO, October 11, 1862.

SIR: You will place the gunboat under your command alongside of the steamer *City of Alton*, and if she should attempt to leave before her hour, 6.30 o'clock a. m., except by authority of Major

Merrill, provost-marshal of Cairo, you will detain her, using your guns if necessary.

Very respectfully, your obedient servant,

C. H. DAVIS, U. S. Navy,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding T. B. GREGORY, U. S. Navy,

Gunboat Little Rebel.

P. S.—You will show this order to the captain of the steamer *City of Alton*.

Report of Commander Porter, U. S. Navy, urging the purchase of additional small vessels for river service.

ST. LOUIS, October 13, 1862.

SIR: I have examined some of the small steamers purchased by Mr. Hartt and find them admirably adapted for ascending shallow rivers. I earnestly recommend that ten more of the same kind be purchased at once and put in readiness for service. I propose fitting them with 24-pounder howitzers.

I have the honor to remain, very respectfully,

DAVID D. PORTER, U. S. Navy.

HON. GIDEON WELLES,

Secretary of the Navy.

Report of Fleet Captain Phelps, U. S. Navy, regarding convoy furnished for prisoners of war.

U. S. S. EASTPORT,

Helena, October 14, 1862.

SIR: I received a request from Major-General Sherman to furnish an escort for the steamer *Dacotah*, conveying prisoners of war for exchange to Vicksburg, and I have sent the *Tyler* upon that service.

I am, respectfully, your obedient servant,

S. L. PHELPS.

Rear-Admiral C. H. DAVIS, U. S. Navy,

Commanding Mississippi Squadron, Cairo, Ill.

Report of Commander Porter, U. S. Navy, regarding the rams Fort Henry and Choctaw, under construction at St. Louis.

ST. LOUIS, October 14, 1862.

SIR: I laid over a day to examine the two rams, *Fort Henry* and *Choctaw*; they can be finished in a month and will require \$50,000 each to do it. The original appropriation has run out, otherwise the Army could be obliged to finish them under the enclosed law. They are splendid vessels, and I urgently recommend that they be finished without delay. At present they are under the charge of no

particular person. Lieutenant-Commander McGunnege has had charge, and as he knows more about them than anyone else, I recommend that he be ordered to report to me for duty here.

I have the honor to remain, very respectfully, etc.,

DAVID D. PORTER.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Davis, U. S. Navy, to Captain Walke, U. S. Navy, on transfer of squadron to Acting Rear-Admiral Porter, U. S. Navy.

CAIRO, October 15, 1862.

SIR: On receipt of this order you will strike my flag, hoist that of Acting Rear-Admiral David D. Porter, and fire the customary salute.

Very respectfully, your obedient servant,

C. H. DAVIS,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain H. WALKE, U. S. Navy,
Commanding Carondelet, Cairo, Ill.

Report of Acting Rear-Admiral Davis, U. S. Navy, of the transfer of command of the Mississippi Squadron.

No. 23.]

U. S. NAVAL DEPOT,
Cairo, Ill., October 15, 1862.

SIR: I have the honor to inform the Department that I have this day struck my flag and transferred the command of the Mississippi Squadron to Acting Rear-Admiral David D. Porter.

Very respectfully, your obedient servant,

C. H. DAVIS,
Commodore.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Memorandum regarding the operations of the Mississippi Squadron, under Acting Rear-Admiral Porter, U. S. Navy, from October, 1862, to May, 1863.

[From Secretary's Office Records, Vol. 191 $\frac{1}{2}$, p. 3.]

On the 9th of October Rear-Admiral David D. Porter was appointed to relieve Admiral Davis in command of the Mississippi Squadron, and the Navy having heretofore been partly under the War Department, was entirely reorganized as the Navy proper, and acting altogether under the orders of Secretary Welles.

The fighting vessels at that time consisted of the *Benton*, *Carondelet*, *Conestoga*, *Eastport*, *General Bragg*, *Louisville*, *Lewington*,

Little Rebel, Mound City, Cincinnati, Baron De Kalb, Pittsburg, Robb, St. Clair, and Tyler; most of these out of repair, and having shown themselves to be not sufficiently protected against the enemy's shot and shell.

A large gang of mechanics was procured, and the above-mentioned vessels were put in a condition to operate against the batteries on the river.

Admiral Porter immediately saw the impossibility of holding the Mississippi and its tributaries with so small a force of ironclads, without speed, and drawing so great a depth of water; and with the sanction of the Navy Department, he commenced purchasing and altering into gunboats such light-draft vessels as were suited for such purposes; made requisition for over 300 guns, and before the fall of Vicksburg had succeeded in getting 54 additional vessels, carrying in all 324 guns, added to the fleet. These vessels were at once divided and stationed along the Mississippi, in the Cumberland and Tennessee rivers, and in the Upper Ohio, where they have continued to do good service, cooperating with Generals Rosecrans, Burnside, and Grant, without a single failure having been made by them when attempting to beat back the rebels from the river banks.

At this time there was no navy yard or facilities of any kind for equipping a large fleet, and everything had to be extemporized for the occasion; nevertheless, in a short time a crowd of gunboats were assembled at Cairo, and soon after being sent to their respective stations, the guerrillas that had infested the banks of the river almost entirely disappeared, and vessels ran between Cairo and Helena without molestation.

About the [latter part of December], 1862, Admiral Porter received instructions from the Navy Department to cooperate with General McClernand, who was to be entrusted with the command of an expedition to operate against Vicksburg. This was rather an anomalous order, as Vicksburg was within General Grant's district, and General McClernand would have been operating independently of him.

The Ram Fleet, commanded by Colonel Ellet, had also existed up to this time as an independent organization, but the admiral perceiving the impropriety of having a seminaul command acting independently within his limits, and knowing the immeasurable complications that would necessarily arise from it, recommended to the Government the formation of a marine brigade, and also recommended that Colonel Alfred Ellet should have the command of it and organize it from such troops as the Government could provide. It was to consist of 1,500 men, divided into artillery, infantry, and cavalry, and, being embarked in boats, was to cooperate with the gunboats along the river in keeping down guerrillas; this, with the number of gunboats already built, it was thought, would effectually put a stop to guerrilla warfare.

It was not, however, until the [24th of March, 1863], that the Marine Brigade was equipped and reported at Vicksburg.

In October Admiral Porter received a visit at Cairo from General Grant, who informed him that General Sherman would shortly move from Memphis with 40,000 men on Vicksburg, by water, while he would move upon the same place by the way of Grenada with a larger force still.

General Grant saw the complications that would ensue from the independent appointment of General McClernand, and thought it wise to take the initiative, and while the latter was employed at Springfield, Ill., in raising a force for the conquest of Vicksburg, Grant was pushing his legions in that direction. At the same time Admiral Porter was sending all the ironclads below to Helena, where he joined General Sherman in the flagship *Black Hawk* on the [20th of December, 1862]. This vessel was fitted up with all the conveniences requisite in the management of so large a fleet—the largest ever under command of any one officer, and equal in number, though not in efficiency, to the vessels composing the Navy of the United States when the rebellion broke out.

On the [21st of December], the large fleet of transports carrying the army of General Sherman, convoyed by the gunboats, got under way from Helena full of ardor, and anticipating an easy conquest of Vicksburg. Since Admiral Davis had sent his fleet to Helena, Vicksburg had been strongly fortified, and the Yazoo River, the best point from which to assail Vicksburg, had also been strongly fortified at Snyder's Bluff, generally called Haynes Bluff.

Captain Walke, in the *Carondelet*, with the *Louisville*, *Cairo*, *Pittsburg*, *Lexington*, *Signal*, and *Romeo*, had been sent down in advance of the rest of the fleet to clear out the Yazoo River of torpedoes, in which quite a number were said to have been planted. Captain Walke entrusted this duty to Lieutenant Selfridge, of the *Cairo*, an ironclad gunboat, and in company with the *Signal*, *Marmora*, *Lexington*, and *Queen of the West*, he ascended as high as a place called Johnson's Landing. There the enemy had posted two or three regiments of sharpshooters, who, concealed and protected by the high banks and levees, made an obstinate resistance to the passage of our ships, which kept a heavy, though apparently harmless, fire on the woods and levees.

The rebels, however, gradually retired before the fire of our gunboats, and they had succeeded in getting up to within 3 miles of the forts when the torpedoes began to appear.

Boats were manned, and the bottom of the river dragged, and a number of these infernal machines were removed. While performing this duty the boats were exposed to a galling fire from sharpshooters; many of the men were killed or wounded. The *Cairo*, moving up to help cover them, ran on a torpedo, which, exploding under her bottom, sank her in eleven minutes.

Everything, however, was conducted in a cool manner; not a man was lost, and most of the papers were saved; the vessel, however, sank out of sight in very deep water, and has never been found, having drifted away with the current.

This mishap did not dampen the ardor of the officers and men. They proceeded with their labor of raising the torpedoes as if nothing had happened, all the time under a murderous fire from sharpshooters.

Trifling as this duty may appear to the uninitiated, it was the most perilous that officers and men could be exposed to. It was absolutely necessary that the torpedoes should be raised; the operations of the army could not be carried on if the river was not cleared out, and no effort was left untried to raise them. Finally, the river was cleared within 1,200 yards of the forts, which were concealed by a bend in

the river, which bend, or point in the bend, also covered the gunboats from the enemy's guns.

After the sinking of the *Cairo*, Lieutenant-Commander Gwin, in the *Benton*, took charge of the torpedo lifting, and on the [27th of December, 1862], had cleared the river out within 900 yards of the forts. Sherman had landed his troops up the Yazoo at Johnson's Landing and was already engaged with the enemy's skirmishers. At the foot of Walnut Hills the army was busy in throwing up intrenchments and making approaches preparatory to the attack, which ended adversely to our arms. About this time the gallant Gwin got his boats that were employed in lifting the torpedoes around the point, when the enemy opened on them with three heavy guns. The wind was blowing very hard at the time, but Gwin determined to attack the batteries, though cautioned by the admiral against getting his vessels under fire until the proper time came. He covered the boats with his vessel, the *Benton*, but owing to the hard wind, the *Benton* was unmanageable, and had to be tied to the bank, where she remained a fair target for 17 of the enemy's heavy guns. The rest of the gunboats tried to get a position to join in the conflict, but could not obtain an effective one, owing to the narrow river and high wind; the result was, the *Benton* remained exposed to the concentrated fire of all the enemy's guns, and was hit almost every time they fired. The crew of the *Benton* fired coolly, and accurately, and had succeeded in silencing 10 of the enemy's guns, when Captain Gwin fell, mortally wounded, from the effect of a heavy rifle projectile. The vessel remained under fire until ordered to withdraw by the senior officer present, which she did in a manner that reflected credit on her executive officer, Mr. Lord.

It was an unequal contest, and the *Benton* lost 12 or 14 killed and wounded, but suffered no material damage in the hull.

No further attempt was made on Snyder's Bluff, for the object was not important if General Sherman could succeed in getting over Steele's Bayou.

The attack of General Sherman on the enemy's works, and his repulse, are matters of history, and need not be mentioned here; suffice it to say that he would have been successful had his orders been carried out; as it was, he lost a number of his troops. The weather was adverse to military operations and he notified the admiral that he was going to give up the investment of Vicksburg until the rainy season was over, the rain at that time pouring down in torrents. All the army was reembarked under cover of the gunboats without the loss of a man or the loss of stores or ammunition.

General Sherman then proposed to Admiral Porter to make a combined attack on Arkansas Post, which was at that time being heavily fortified, and a large rebel force was stationed there.

The question was delayed a day or two by the arrival of General McClernand, who took command, and seemed disposed to alter the programme. After a conference with the admiral he acquiesced in the arrangement, and on the 4th* of January the expedition started for White River, the ardor of the troops no way dampened by their ineffectual attempt to get into Vicksburg.

* Secretary Navy's report, 1863.

The gunboats *Baron DeKalb*, Lieutenant-Commander J. G. Walker; *Louisville*, Lieutenant-Commander E. K. Owen; *Cincinnati*, Lieutenant Commanding George M. Bache; *Lexington*, Lieutenant-Commander J. W. Shirk, and *Signal*, *New Era*, *Romeo*, *Rattler*, *Glide*, under command of Lieutenant-Commander Watson Smith, started up, while the admiral proceeded in the *Black Hawk*. As the iron-clads were out of coal, they had to be towed up.

This expedition had been planned so suddenly that even the reporters had not time to advise the rebels of its approach, and it arrived at White River without their knowing that any troops and gunboats were near them. No time was lost at the mouth of White River. The *Black Hawk* led the larger transports, while the light-draft gunboats went ahead sounding, and by evening the advance tied up to the bank 3 miles from the fort at the Post of Arkansas. This was on the [9th of January, 1863.].

All the night and the next day the troops were employed in landing, while the gunboats were reconnoitering the positions and trying their ranges. General Sherman's corps started off to get into the rear of the works and cut off chances of escape, while the rest of the army were stationed at such places as the occasion demanded, acting as reserves, etc.

The history of the army operations is to be found in General Sherman's report of the battle, that officer having the lead, and, indeed, charge of the operations at the Post [of Arkansas], General McClernand being commander-in-chief of the land forces. It was arranged between the admiral and General Sherman that the navy should only fire in such a direction that the shot could not reach our troops, which was well understood by the commanders of the gunboats. On the evening of the ———, at 5 o'clock, General McClernand rode down to the edge of the bank and informed the admiral that the Union pickets were within 200 yards of the enemy's works, and the main body of the troops 400 yards, and that they waited for the navy to attack. The admiral knew that this could not very well be, as it was not in accordance with the programme laid down by General Sherman; still he determined to attack at once with the gunboats.

Arkansas Post was a strong work of 11 guns and in a commanding position—the river narrow and full of shoals. All their guns but two commanded the channel, and three of them were very heavy, the rest were rifled. The enemy had put up marks to regulate their ranges, and abreast the fort they had planted chevaux-de-frise of heavy logs across the channel, which was shallow.

The full description of the fort, interior arrangements, etc., is contained in the reports of the army engineers.

While the army was getting ready to advance the *Black Hawk* and *Rattler* had gone up and shelled the rebels out of their rifle pits, which enabled our troops to take possession of the woods on the lower side of the fort, and thus they were able to approach the place unseen.

At 5 o'clock p. m. the admiral, in the tug *Ivy*, proceeded up the river to the attack, the *De Kalb*, Lieutenant-Commander Walker, leading, and the *Cincinnati* and *Louisville* following. The enemy opened on the gunboats as soon as they came opposite the range marks, but the boats did not return the fire until within 70 yards of the fort, and it was very evident that the fort would not long stand such a well-directed bombardment.

Darkness came on while the firing lasted, and the fire of the fort slackened very much, only one or two guns being used. At this moment the admiral ordered the light-draft steamer (tinclad) *Rattler*, Lieutenant-Commander Smith, to try and break through the chevaux-de-frise, which she attempted to do, but got jammed among the logs. She was only 50 yards from the fort, and at one time there was every prospect of her being destroyed, the enemy's shot hitting her every time and going completely through her. She finally backed out and resumed her station.

The *Lexington*, a wooden boat, had hauled up to within 400 yards of the fort and was throwing in a quick fire, while the *Black Hawk*, at a distance of 800 yards, with the light-drafts, was throwing in shrapnel with great effect. It finally became so dark and the atmosphere was so thick with smoke that it was impossible for either side to see anything. The enemy ceased firing and the gunboats dropped down and tied up to the bank for the night. The *Louisville* lost [11] killed and wounded and the *De Kalb* [17]. The vessels were not virtually damaged, the iron casemates of the gunboats, being covered with a thick coating of tallow, turned many of the enemy's shot and shell. The army made no move on this occasion, and the rebels were allowed to work all night and repair damages, and in the morning the fort was ready for another fight.

The attack of the gunboats on the night previous had caused great havoc in the works, killing all the artillery horses in the rear, smashing in the casemates, killing 20 gunners, and wounding many more. Had the sun been up a little longer the fort would have been disabled altogether. The next day at 12 o'clock the army had really got into the desired position, which they were not before, which accounted for their not assaulting the night previous. At 1 p. m. the gunboats advanced in the same order as on the previous evening, viz, the *De Kalb*, *Louisville*, *Cincinnati*, *Lexington*, *Rattler*, and *Black Hawk*, the admiral superintending the operations of the fleet in the tug *Ivy*. The gunboats attacked as before at a distance of 60 yards, and after a well-directed fire of about two and one-half hours every gun in the fort was dismounted or disabled and the fort knocked all to pieces; not a gun was fired from the enemy and not a sharpshooter dared show his head on the water side. The admiral, taking advantage of these circumstances, ordered the *Rattler* and *Glide*, Lieutenants Woodworth and Langthorne, commanding, and the *Queen of the West*, Colonel Charles Ellet, commander, all under the command of Lieutenant-Commander Watson Smith, to push by the fort and cut off the enemy's retreat by the ferry 4 miles above, which was handsomely performed, after which he brought up the flagship *Black Hawk* and attempted to board the fort on the water side, ordering the ironclads and *Lexington* to cease firing to enable the army to assault. The river was too narrow for the *Black Hawk* to maneuver in and, her wheel ropes parting, she dropped again to within a hundred yards of the batteries.

In the meantime our troops advanced to the attack, but did not meet with success, having lost a good many in killed and wounded. They were reinforced a second time, and were on the point of making a second attack, when the admiral ordered all the vessels to open fire again, and such a storm of shell, grape, and shrapnel fell in and

about the fort, that white flags were held out by the enemy in the batteries and all along the lines. Colonel [J. W.] Dunnington, the commander of the fort, surrendered in person to Admiral Porter, and General [T. J.] Churchill, commander of the troops outside, surrendered to General Sherman's corps. Thus ended the capture of Arkansas Post, one of the best-built fortifications the enemy had constructed. Seventy-six men were killed in the fort, and many killed and wounded outside by our shells that passed over.

Large supplies fell into the hands of our army. Seven thousand prisoners and 6 fieldpieces, besides the guns in the fort, were captured.

The importance of this victory can not be estimated. It happened at a moment when the Union arms were unsuccessful on three or four battlefields, and when Jeff Davis had in his hands a large proportion of Union officers, who were not being treated very well. It rejoiced the hearts of all Union men in the North to have one victory that was complete, and the Navy might well feel proud of the share that belonged to them.

As usual, the reporters gave garbled accounts of the affair, and tried to claim for their particular friends in the army more credit than they were entitled to.

A mean effort was made to make it appear that the Navy only played a secondary part in this affair, but it deceived no one, and the Arkansas Post is credited to the Navy by those who love truth and justice. The reports of that affair contain a list of killed and wounded, and enumerate circumstances which are not mentioned in this brief outline of the capture of Arkansas Post.

A great deal of daring and gallantry and good gunnery were exhibited in this affair; the vessels at once went to close quarters with the fort; the frail wooden boats joined at a distance of 600 yards, doing good execution with their shrapnel, and when the *Black Hawk*, the flagship, closed up to board, every officer, man, and boy seemed desirous to take a hand in the attack. During the fight the *Cincinnati* took fire from one of the enemy's shell, and the tug *Ivy*, in which the admiral was, boarded her and put the fire out without the combatants on board knowing anything of the danger they were in, so busy were they at their guns. The *Louisville* was also boarded by the same vessel on an alarm of fire, the officers and crew of the tug behaving with great coolness, though under a brisk fire of musketry.

After the capture the army took possession of the works, removed the smaller guns, but threw the larger ones, which were supposed to be disabled, into a well; destroyed the fort partly, and evacuated it. The enemy afterwards took the guns out of the well and mounted them at Little Rock, and they again fell into the hands of General Steele when he captured that place.

The moment Arkansas Post was captured Admiral Porter pushed up the ironclad *De Kalb*, Lieutenant-Commander Walker, and the *Cincinnati*, Lieutenant Bache, to St. Charles, on the White River; also two light-drafts to cooperate with General [W. A.] Gorman, who was prepared to attack that place. The enemy had built strong fortifications there, and it was their intention to have made a strong and determined opposition to our gunboats, but the defeat of the rebels at Arkansas Post had taken the fight out of them at St. Charles, and

they decamped the day before the arrival of the squadron, carrying off all the guns. The *De Kalb*, however, pushed on after them, and arrived at Devall's Bluffs in time to capture the guns and ammunition, and then started for Des Arc, where she captured all the arms and wounded left behind at that place. Thus in one week all the rebel force on the Arkansas and at St. Charles had been completely routed, all their guns captured, and the rivers opened to the free passage of our gunboats and transports.

Nothing more could be done at this stage of water; the rivers were falling rapidly, and it was deemed expedient to return to Vicksburg, to commence operations there afresh.

General McClelland accordingly gave orders to the transports to proceed to Milliken's Bend, accompanied by a convoy of gunboats, and Admiral Porter followed soon after with the fleet.

General Grant came down almost immediately and took command of the army as commander-in-chief of the Department of the Tennessee. From this time the siege of Vicksburg may be said to have fairly commenced, for the attack of General Sherman can not be considered in any other light than a reconnoissance on a large scale, though it was intended to prosecute the siege then, if favorable opportunities should offer.

The want of success on that occasion in no way detracts from the reputation of the officer in command; adverse circumstances over which he had no control; adverse state of the elements, which would have defeated any combinations under the sun; and a preparation on the part of the rebels, unlooked for by us, all combined to defeat (providentially, as it turned out) the enterprise; but much information was gained that aided in the final reduction of this stronghold of the rebellion.

As soon as the rebels perceived the intention of our Government to take Vicksburg at all hazards, they were unremitting in their exertions to defeat the enterprise; every point of approach was strongly fortified.

The batteries at Snyder's Bluff were reinforced with heavy guns, 17 in all, and all commanding one approach to the batteries. All the water batteries and hill batteries were filled with a heavier and better class of ordnance than they had ever had before; the trees on the point opposite Vicksburg were cut away, enabling the enemy's batteries to fire on any vessel for a distance of 7 miles; 6,000 negroes were set to work digging rifle pits and cutting down trees for miles around the city, to impede the progress of an invading army, and the forts on the water side were made so strong that they laughed at the idea of being attacked by water.

The opposition to be overcome was very formidable indeed, but those who had charge of the work never felt any doubt as to the issue.

Little was done during the first part of the siege besides accumulating troops and munitions of war and getting the gunboats down the river as fast as they were ready for service, the army topographers being engaged in surveying the country preparatory to the final coup that was to be made when the spring opened and the water subsided. The views of the commanders of the army and navy coincided perfectly in all matters, and it was impossible to have a more perfect system of cooperation.

About this time the rebels began to fortify Port Hudson, which they were enabled to do, owing to the command they had of transportation by many fine steamers from Red River and Big Black. They ran from Alexandria to Vicksburg unmolested, carrying stores and munitions of war, and also supplied Port Hudson with provisions in the same way. Vicksburg could not be captured while this state of things lasted, and it was deemed necessary to try and break it up.

Admiral Porter determined to send a force below to blockade Red River and thus deal a deathblow to the enemy's hopes in that quarter. For this purpose the ram *Queen of the West* was fitted out under command of Colonel Charles Ellet, and well packed with cotton bales, and the *Indianola* prepared to follow the next day. This was on February 1-2, 1863.

It was the order of the admiral for the *Queen* to proceed at night, and to ram the steamer *Vicksburg*, lying at the landing, while she (the *Queen*) was passing down. The duty was gallantly performed, only the *Queen* passed down in early daylight and became a target for the enemy's guns, and when she struck the *Vicksburg* the blow was too weak to do any damage. The *Queen*, however, got through with little damage and took a position below the batteries, out of reach of their guns. After repairing damages she received additional orders to go down to Red River and blockade the mouth of it.

The *Indianola*, Lieutenant-Commander George Brown, followed the *Queen of the West* on the night of the [13th of February] with two coal barges in tow, and passed the batteries safely without being struck once, though the rebels opened a heavy fire on her.

Both vessels were supplied with over two months' coal and provisions, by which time it was expected the whole fleet would go down. This movement was a serious annoyance to the rebels, who found themselves cut off from their supplies at Red River. The *Queen of the West* had destroyed three steamers and committed a great deal of harm, but, going up Red River and getting aground in range of Fort De Russy, she was captured, the crew escaping on bales of cotton to the *New Era*, a cotton-laden prize. On this latter vessel Colonel Ellet ascended the Mississippi and met the *Indianola* coming down.

The enemy's steamer *Webb* had given chase to the *New Era* the moment that she heard the *Queen of the West* was captured, and came up with her while in company with the *Indianola*; the latter chased the *Webb*, which vessel escaped by her superior speed.

The *Indianola* then blockaded the mouth of Red River, while Colonel Ellet brought up the tidings of the loss of the *Queen of the West*.

There were no more vessels that could be sent down to the assistance of the *Indianola*, and all felt assured that she could take care of herself. In the meantime the crew of the *Cincinnati* were engaged in fitting up a wooden imitation of a monitor, which was so well arranged that it almost defied detection at a short distance.

On the [24th of February] the squadron above was waked up by heavy firing in the distance, down the river, and the imitation monitor was set adrift the same night.

It drifted by the batteries safely, though fired on for over an hour, and it finally reached the mouth of the canal, on which the hopes of the nation were fondly and foolishly resting for the capture of Vicksburg. Here the imitation monitor remained, drifting up and down

in the eddies, while the enemy's forts were firing away at it, much to the amusement of our troops on shore.

While this was going on the *Queen of the West*, with the rebel flag flying, came up to Warrenton and communicated with the city.

It was immediately surmised what had happened and the firing of the night previous had portended the capture of the *Indianola*. What her fate had been no one could know; it was to be hoped, though, that she had sunk, gallantly fighting, rather than fall into the hands of the rebels. A good deal of anxiety was felt on shore and afloat in regard to this matter.

Preparations were made to meet the *Queen of the West*, *Webb*, and *Indianola*, in case the latter vessel had been captured and had been put in commission and manned by rebels. The anxiety, however, was without foundation, for while the *Queen of the West* was lying at Warrenton one of our soldiers put off in a boat and shoved the wooden dummy out into the stream, and she drifted down with the current rapidly on the *Queen of the West*; the people in that vessel took the alarm, cut her fastenings, and started down the river, while the batteries at Warrenton opened fiercely on the dummy as it passed by unharmed.

The *Indianola* was at this time sunk, with her decks above water; the rebels were trying to raise her, but when the *Queen of the West* came down in haste and reported that a monster gunboat was after her, the rebels set fire to the *Indianola*, burst two of her guns, and partly blew her up. They then left her, and all the vessels of the rebels made the best of their way to Red River, as the dummy appeared rounding the point in full pursuit after them. Thus was the *Indianola* recovered again, without the loss of a single man, for she finally fell into our hands very little injured.

They succeeded in getting only two of her guns—one IX-inch and one XI-inch—and some few shells.

The following report of Lieutenant-Commander George Brown gives an account of the battle as it took place. No doubt it would have ended favorably to our side had Captain Brown cut adrift his coal barges, but he felt so secure of beating the rebel vessels that he disregarded this wise precaution which was recommended by the admiral in case he should have a hostile encounter with any vessels of the enemy.

The failing to close Red River was a great disappointment, and the importance of doing so at an early date was felt both by naval and military commanders, but there were no vessels at that moment suitable for the purpose, and it had to be postponed until the *Eastport*, *Lafayette*, and *Tuscumbia* could be got down from above. In the meantime Admiral Farragut heard of the *Indianola* misfortune and immediately passed the batteries at Port Hudson, and with the *Hartford* and *Albatross* ascended the river as far as Vicksburg, and laying in a supply of coal and provisions he proceeded to blockade the mouth of Red River, which completely cut off the supplies of the enemy in Port Hudson. The noble old *Mississippi* was lost in the attempt to pass the forts, but her loss was amply compensated for by the good results arising from the presence of the *Hartford* and *Albatross* at the mouth of Red River.

Just previous to the events above mentioned, an expedition was projected by General Grant and Admiral Porter into the Tallahatchee

River, through the Yazoo Pass, a place that had been closed for many years, and where, apparently, it was impossible for a boat even to go; but Vicksburg had to be taken, and it was very desirable to get into the rear of it, and at the same time have water transportation for troops, supplies, and munitions of war.

Yazoo Pass had been used about twenty years before for very small vessels, that were thus enabled to pick up passengers and freight on the way to Vicksburg. There was but one pilot to be found that had ever traveled that route, a person by the name of [J. F.] Morton, who gave it as his opinion that the passage could be made practicable.

It was determined to undertake it, and Admiral Porter appointed Lieutenant-Commander Watson Smith to the command of an expedition composed of the *Baron De Kalb*, Lieutenant-Commander John G. Walker; *Chillicothe*, Lieutenant-Commander James P. Foster; *Rattler*, *Forest Rose*, *Marmora*, *Petrel*, *Signal*, and the rams *Lioness* and *Fulton*; a light-draft mortar boat also accompanied the expedition.

Each vessel was to carry 100 soldiers besides their own crews, and the plan was to push through and take Yazoo City by surprise. That would give us a base of operations for the troops, the long marches be avoided, and a clear, navigable stream left open for the transportation.

While the expedition was getting ready, one or two vessels were sent up to cut the levee and let the water of the Mississippi rush through and clear out the pass. The whole distance to be passed before reaching the Tallahatchee was about 75 miles, and from there to Vicksburg, — miles, the Tallahatchee falling into the Yazoo River about — miles from the mouth of Coldwater, a stream into which the waters of the Yazoo Pass emptied.

The difficulties attending the opening of the Yazoo Pass could not be described; they were far greater than anticipated, and it was found necessary to send in a party of 6,000 soldiers to aid in cutting away the trees and removing the logs that had accumulated years gone by. A good deal of time was lost in this operation, though the soldiers and sailors worked as never men worked before, and the discipline and spirit of the Mississippi Squadron could not be better manifested than in witnessing the efforts put forth by the gallant fellows of the fleet to overcome obstacles that were deemed by some to be insurmountable.

The rebels, by means of their spies and the imprudence of our army reporters, soon found out that some move was on foot by the way of Yazoo Pass, but what it was they could not imagine. They deemed it insanity to attempt to get vessels through there, especially gunboats; still, with their usual energy, they provided against it. They attacked our workers with musketry, but were driven off, and when we succeeded in getting one light-draft gunboat into Moon Lake, our men could work unmolested.

Though the progress made was not rapid, it was sure, and in the course of two weeks all the gunboats had got into the Pass. It was hard navigation; the current ran like a mill race, the place was only wide enough for one vessel, and they had to go ahead whether they would or no. The advance vessels pushed on to Coldwater and then waited for the rest.

It was now determined to add 6,000 soldiers to the expedition, which caused a great delay. The expedition was to have been a surprise, or to have reached the different points on the Tallahatchee before the enemy could have time to fortify them; this they would have done but for the change in the programme, about which Admiral Porter had not been consulted.

The navy plans so far had succeeded admirably, aided as the vessels were by the troops in removing the obstructions, and the naval officer in command felt that he was in duty bound to wait until the army was ready at all points to move. There was a delay of six or seven days, which enabled the enemy to fortify sufficiently to arrest the progress of the expedition until it could be ascertained what its object could be. They seemed to have divined it very well, and no doubt had been well informed by traitors (an abundance of whom there were accompanying our army) exactly what the expedition intended to do, and they made their preparations so well that the expedition was unsuccessful.

On the [11th day of March], 1863, all the troops had got through in the transports, and the expedition moved down the river.

The whole country was alarmed by this novel mode of entering their territory, and the guerrillas turned out en masse to meet the invasion. They were, however, dispersed wherever they appeared, and the fleet passed down, moving only in the daytime, to near the confluence of the Yalobusha and the Tallahatchee.

Hearing that the expedition up the Yazoo Pass had met with a check, owing to the fort, Pemberton, having been erected, Admiral Porter determined to make an attempt to get up the Yazoo River through a place called Steele's Bayou. All the circumstances attending this expedition are mentioned in Admiral Porter's report, made after the return of the gunboats. Had it succeeded, the enemy would have been completely cut off and all their vessels and troops would have fallen into our hands. As it was, large quantities of rebel stores were destroyed or carried off, and the people no longer felt any security against our arms.

Both these attempts to get into the rear of the enemy having failed, the expeditions were recalled and new plans were formed. Neither Army nor Navy were disheartened by these disappointments, but were rather incited to further exertions. They were weakening the enemy all the time and gaining resources themselves.

In the meantime the army at Young's Point were suffering very much from the inclemency of the weather, which the soldiers bore with a fortitude seldom equaled, while the navy were comparatively comfortable.

During Admiral Porter's absence up Deer Creek, Admiral Farragut arrived below Vicksburg and wrote General Ellet to send him one or two rams. The rams *Lancaster* and *Switzerland* were sent to run the blockade, both of them old vessels. The *Lancaster* was sunk and the *Switzerland* received some damage, which was soon repaired, and she then joined Farragut's fleet off Red River.

This sinking of the *Lancaster* was a great source of rejoicing to the rebels at Vicksburg. Our vessels and dummies had run past them so often without injury that the rebel papers were very severe in their remarks upon their gunners. This success somewhat comforted them

for the blowing up of the *Indianola*, caused by the appearance of the wooden monitor.

The shot that struck the *Lancaster* was an accidental one, a great many having missed. She was struck in the stern post and the shot passed fore and aft, opening the vessel as if she was a watermelon, showing her weakness and unfitness for the service. Still, the passage of these vessels showed good pluck and convinced the rebels that their batteries would not stop our fleet when the time came for it to pass down. A great deal of time and unnecessary exertion was spent this winter in the celebrated canal, with which it was intended to turn Vicksburg out into the wilderness and make a new passage for the great "Father of waters." But this work gave the rebels no uneasiness, for they knew how impracticable it was to make the main channel run through there. The formation of the river at that point forbade anything of the kind, and our own engineers never thought it could be accomplished except as a passage for coal barges or provisions during high water.

General Grant apparently took a deep interest in the opening of the canal, but it must have been in reality to keep the soldiers at work and occupying their minds, for there is nothing so destructive to health as want of something to do by a large army. Mud machines were brought down and got into operation, which induced the enemy to throw up works opposite the canal and mount thereon a heavy rifled gun called "Whistling Dick," which fired the whole length of the canal and put a stop to the work. Some of the navy mortars were brought down, more to amuse the rebels and get ranges than anything else, but the uncertainty of their fire while only distant forts were firing at them caused them to be withdrawn.

Now and then one of the gunboats would go down at long range and fire into the works or over the town, to draw the enemy's fire and make them expend their ammunition.

These little affairs amuse the sailors and soldiers in the absence of other events, for the dull monotony of naval and military life was very oppressive to the spirits, and news and amusements of all kinds were rare at Young's Point.

After a while new routes were suggested through apparently impracticable places, all of which amounted to nothing. Still, it kept the army employed and excited hopes in the public mind, which was very desponding about that time. The fact was, nothing could be done. The navy, it is true, could have passed Vicksburg, but in the state of high water, when the roads were impassable, the vessels would only be cut off from provisions and supplies of all kinds and entail upon the army the extra labor of hauling everything across for a distance of 40 miles. The movements of the navy were entirely dependent on the movements of the army, and it moved only when Admiral Porter felt sure that General Grant could succeed in getting over to the other side of Vicksburg the large army of 60,000 men, supplies, and munitions of war. Though pressed to go below Vicksburg, he did not allow his judgment to be influenced in any way or by anyone; he looked to the great object to be attained in the successful landing of the army, on which he knew the capture of Vicksburg depended.

There were no naval operations that could facilitate by going below, and any naval attempts unaided by the army would have been perfectly useless. The ignorant or prejudiced employés of the press continued, however, to try and depreciate the services of the navy, as they have since done at Charleston and elsewhere, and, in fact, were not sparing in denouncing every officer of note in Army and Navy. The press, though they published these communications, wisely forebore to make any comments on the actions of the navy and military commanders, knowing they were doing all that could be done by mortal men; indeed, encouraging them to persevere, and feeling perfectly satisfied what the result would be.

When, the last of March, 1863, the head columns of Grant's army had moved in the direction of [New] Carthage from Milliken's Bend, the gunboats of Admiral Porter were ready to run the blockade, as it was termed, and get below in time to cover the army as it arrived on the other side. The vessels had been well packed with hay, cotton, logs, and iron, to prevent their receiving any damage in passing the batteries.

They started at 10 o'clock on the night of the [16th of April]; it was bright starlight, and everything could be plainly seen. The pilots anticipated no trouble, and the officers and men were congratulating themselves on the prospect of paying off the famous Vicksburg batteries for all their former doings.

Three transports were packed with cotton and hay and loaded with provisions, and were to accompany the ironclads. This was a perilous undertaking for those engaged in it, and the commanders and men of the transports deserve more than ordinary credit.

It was not to be expected that river steamboat captains should engage in an enterprise of this kind, without the hope of any reward, with the same avidity with which officers of the navy undertook it, and if they exhibited a little nervousness at first, they were quite excusable. They, however, soon became animated with the same feelings shown by the navy, and were at their appointed place in the line at the time of starting.

The vessels were formed in the following order at the mouth of the Yazoo River, and every commander had received full instructions what to do in case of certain contingencies, so that nothing else was to be done but follow in turn the leader and do all the damage that could be done to the enemy's forts.

The flagship *Benton* led the way, the *Lafayette*, Captain Walke, with the *Sterling Price*, Commander Woodworth, alongside, the *Price* being a wooden vessel and liable to be damaged. Then came the *Louisville*, Lieutenant-Commander Owen; *Carondelet*, Lieutenant Commanding Murphy; *Mound City*, Lieutenant Commanding Wilson; *Pittsburg*, Lieutenant Hoel, and *Tuscumbia*, Lieutenant-Commander Shirk, brought up the rear, and protecting and pushing on the transports.

Some time was spent in getting the vessels in line at proper distances from each other, but finally, at 10 o'clock, the *Benton* moved ahead and the others followed in about the order above described. The current was running at the time at the rate of 4 miles an hour, and as it was desirable to get close to the turn before being discovered, not a wheel was turned more than was necessary to keep the vessels in the current and clear of each other. It was about 11 o'clock when

the *Benton* approached the first batteries, and had got abreast of them before she was noticed, consequently she was not fired on by these guns, but the guns of the rebels opened immediately afterwards on the *Lafayette* and *Price*, and the other batteries lower down opened on the *Benton*. At the same moment, and as if by magic, fires made from tar barrels were lit up along the Vicksburg side and made everything as distinct, and more so, than if it had been day. The railroad buildings on the other side were also set on fire to confuse the vessels. The *Benton* had now opened her powerful battery, passing at a distance of 20 yards from the levee, which began to be lined with troops behind their rifle pits. The shrieks of the wounded and the noise of the falling houses as the shot and shell rattled through them was grateful to the ears of the sailors, as they loaded and fired with the rapidity known only to sailors. The *Lafayette* joined in with the *Benton*, as did the other gunboats as they came abreast of the forts, and the world perhaps never saw a grander scene than the one that followed.

It was no longer necessary to preserve any secrecy; the fires of the enemy showed too plainly every vessel that passed Vicksburg. The roar of the heavy guns was incessant from vessels and shore, and the lights were as favorable to our gunners as they were to the enemy.

The gunboats drifted slowly by, pouring in their broadsides, through the thickening smoke, which accumulated so that the hindmost vessel had to stop firing to let the pilots see their way clear. In that much the rebels had the advantage over us, but in nothing more, for we sent into the town 20 shells where they sent 1 at the gunboats.

The scene was sufficiently picturesque, with the flames of the burning buildings, when the steam transport [*Henry Clay*] took fire, owing to carelessness on the part of her fireman, and was soon in a blaze all over. From those ahead it looked as if one of the gunboats was on fire, and many anxious moments were passed until the vessels all met at the appointed rendezvous above [New] Carthage and a short distance below Warrenton. One or two of the transports, when the heaviest of the firing was going on, turned upstream and attempted to get out of the scrape, but the *Tuscumbia* sent them back. Owing to this circumstance one of them, the *Forest Queen*, became disabled with shot, and the *Tuscumbia* took her in tow and landed her safely at the guns of our lower batteries.

About two hours were spent from the time our vessels first went into action until the last one passed the batteries, and though the firing was very heavy from the enemy no material damage was done to the gunboats, and only 14 casualties by wound occurred. Not one man was killed, and the gunboats arrived at their stations at [New] Carthage fresh and ready to go into another fight or to cooperate with the army in transporting troops. The navy engineers went to work repairing the injured transports, and the carpenters and calkers were employed in repairing and calking the barges that were towed along by the transports, most all of which were saved by the boats at [New] Carthage.

The passage of so many vessels in a narrow river and past heavy batteries could not amid the fire and smoke be conducted in perfect order. The *Lafayette* on one occasion got turned completely around and headed upstream. The *Louisville* got fast of the *Carondelet* and also got aground, and was obliged to cut adrift one of the coal barges

alongside of her, but picked it up again. The *Sterling Price* was set on fire by shells, but it was put out without any confusion; but the accidents were very few.

The enemy's setting fire to the buildings on the right side of the river confused the pilots very much, as it was supposed we had troops there. In the smoke (which was very dense) nothing could be seen but the flashes from the enemy's guns, and on those was the fire of the gunboats concentrated. Take it all in all, the passage of the batteries was a very successful affair and very mystifying to the rebels. It was not considered a very difficult matter for one or two vessels to run the batteries at night, in the dark, for this had been done successfully on two or three occasions; but the rebels calculated to disable a portion of the squadron, if not sink some of them.

The movement of the vessels was expected, and the rebels were prepared for them, though they were not expecting them on that night, which was a perfectly clear one, and they did not suppose the passage would be attempted but in thick weather. On the night in question, the rebels were enjoying themselves at a ball, and the first they knew of the gunboats was the opening of the *Benton's* heavy guns, which kept up a heavy and well-directed fire right into the town and on the water batteries. The loss of the steamer (transport) by burning was an inconvenience much felt, but with those that got safely through, and the gunboats, there was enough to transport the army across the river.

The gunboats were warmly greeted by the troops that had arrived at [New] Carthage a short time previous, but did not consider themselves pleasantly situated, as the enemy, to the number of a thousand, were posted about a mile from them with artillery, while they had nothing but two very small fieldpieces. They had thrown up breastworks of a crude kind and had mounted a long stovepipe on a pair of cart wheels, which commanded a heavy gun the rebels had placed in front of them. The gunboats *Lafayette* and *Tuscumbia* were immediately sent down to dislodge them, which they did, capturing the enemy's heavy gun, which proved to be a log mounted on a pair of timber wheels.

The passage of the fleet by Vicksburg was a damper to the spirits of all rebel sympathizers along the Mississippi, for everyone was so impressed with the absurdity of our gunboats getting safely past their batteries without being knocked to pieces that they would not admit to themselves that it would be undertaken until they saw the gunboats moving down the river all safe and sound. Vicksburg was despaired of from that moment. As fast as the troops crossed over they encamped about 4 miles below [New] Carthage, and part of the fleet proceeded on to Grand Gulf to reconnoiter, and, if possible, take possession. It was well known that after the passage of Farragut's vessels down the river (the *Hartford* and *Albatross*) the rebels had commenced mounting heavy guns at Grand Gulf on substantial earthworks; its nearness to Vicksburg, and having the Big Black River to transport their supplies, enabled them to bring down munitions of war with great facility; besides there was a good hard road on which gun carts could easily travel. Five guns of heavy caliber, 8-inch and 100-pounder rifles, had already been mounted on high bluffs, commanding the river up and down. Three 30-pounder rifled guns on field carriages were also in position in the forts, and six or

seven guns, ranging from 18 to 20 pounders, were placed behind temporary earthworks and intended to be shifted from place to place, as occasion might require.

The fort on the upper end of Grand Gulf was intended, when finished, to mount seven heavy guns in embrasures, with a heavy pivot gun below the upper works, while the lower fort, 1,500 yards lower down, was pierced for six guns of heavy caliber; smaller works partly finished being scattered here and there in most commanding positions.

All the works were high up, about 80 feet above the level of the Mississippi River, and could throw their plunging shot down through the decks of the gunboats considered rash enough to come within their range.

These two works were commanded by a deep, covered way, with embrasures cut and platforms laid for fieldpieces. This way afforded a splendid cover for sharpshooters in case of an attack in front, and they could enter and retire from it at any time without being seen, by zigzag paths cut through the hills.

The magazines and bombproofs were complete of their kind, and could the rebels have had time to finish their arrangements Grand Gulf would have been a more formidable place than either Vicksburg or Port Hudson. Besides the defenses at Grand Gulf, the rebels had also erected batteries along the Big Black, three or four miles from that place, and it was growing gradually to be a very strong place. Four or five thousand negroes had been working on it since Farragut's vessels went down, and it was calculated to give him a warm reception if he came up again. The chances were that wooden vessels would have been badly damaged in an attempt to pass either way.

These forts were not in a state of readiness to make any opposition to the gunboats, and it was supposed by the admiral that they would not be in two days more, by which time the troops could be got down and take possession after the gunboats shelled them out.

Admiral Porter sent a dispatch to the commanding officer, General McClernand, stating the condition of affairs.

In the meantime the gunboats approached close enough to shell the men out who were busily employed working at the forts, and in the daytime the rebels desisted from their operations, but worked diligently at night under cover of the darkness.

The troops were so long getting ready to come down that the rebels had time to get in all their ammunition, and it having been ascertained, through deserters, that they had thrown in a force of 7,000 men, the admiral went up and communicated the fact to General McClernand, and the troops that had been placed on the transports were disembarked, it not being prudent to risk anything at all; certain success was requisite. The gunboats remained below and impeded the operations within the works whenever anyone appeared at work.

General Grant came over to Perkins' Landing on the [24th of April], and all the troops having arrived at or near [New] Carthage, 10,000 men embarked on the transports and the remainder marched around by Lake Saint Joseph to the rendezvous opposite Grand Gulf.

It was arranged between General Grant and Admiral Porter that the gunboats should attack the batteries and silence them when the army embarked on the transports should land under cover of the gunboats and assault the works.

The pilots in the gunboats were brought together to consult about the best position for the vessels to take, and to take into consideration everything likely to affect the movement. There was a diversity of opinion about the places to attack from, and the plan prepared by the admiral was not deemed a safe one, as it was said the vessels could not approach the position he wished to take, on account of the shallowness of the water.

This opinion of the pilots proved to be erroneous, as it was shown after the battle that the gunboats could have gone anywhere on the upper flank of the forts and enfiladed them without their being able to fire a single gun in return.

Taking everything into consideration, it was deemed advisable to take the bull by the horns and engage the batteries at close quarters. The *Pittsburg*, *Mound City*, *Carondelet*, and *Louisville* were to take the lead, and, passing the upper battery, round to and tie up to the bank opposite to and within 200 yards of the lower forts. The *Benton* and *Tuscumbia* were to attack the upper batteries at close quarters, while the *Lafayette* was to lie off at a distance of 800 yards and partly enfilade them.

This was all arranged in a general order, given to each commander.

At 8 o'clock a. m. the gunboats got in line and started down the river for the encounter with the forts, the army looking on from the transports and anxious for the time to come when they should be called upon to join in.

The rebels were all prepared in their batteries, and as soon as the headmost vessel, *Pittsburg*, came within range, they opened on her, and the action commenced in earnest.

While the vessels that were to attack the lower forts were rounding to, the *Tuscumbia* and *Benton* were rounding to at the upper batteries, while the rebels were throwing in a heavy cross fire on them and hitting them at almost every shot. The current was very strong and the eddies very variable, so that it was found very difficult to keep the *Benton* and *Tuscumbia* in their stations at close quarters, while the lower vessels were already tied up to the bank, their broadsides pouring in the shot and shell while the *Lafayette* was in still water doing good execution with her rifle guns. The fire of the upper battery was mostly directed against the *Tuscumbia* to try and disable her, but the heavy fire of the *Benton* soon attracted their attention, and she and the *Tuscumbia* came in for an equal share of favors.

The firing was hot on both sides, and it seemed impossible that the forts could stand it any great length of time, and after a continuous roar of guns for three hours the lower forts were completely silenced by the *Pittsburg*, *Louisville*, *Mound City*, and *Carondelet*, just as the *Lafayette* had come down, in obedience to signal, and opened with her 11-inch guns in conjunction with the vessels below.

As soon as the admiral perceived that the lower works were silenced completely he made signal for the vessels all to close up on the upper works of the enemy, which they did in good order, having received little or no injury from the fire of the lower forts. It took them some time to get into position against the strong current, while in the meantime the *Tuscumbia* was getting cut up badly and the *Benton* had lost about 27 in killed and wounded. The current had swept both ships away from their stations at one time, and they had

much difficulty in getting back again. The *Lafayette* went up and took her old station, as the fort bid fair to be knocked to pieces or obliged to surrender. The rebels, however, held out gallantly under a heavy fire; but they had everything in their favor; the current made the vessels unmanageable; sometimes the eddies would take them around and around, and then shoot them in close under the cliffs, where they could not use their guns. At one time the *Benton* was kept with her stern toward the batteries for seven minutes, during which time the enemy raked her several times, and the stern 50-pounder rifles could not be got off, owing to a defect in the vent. While in this position the *Pittsburg*, Acting Volunteer Lieutenant Hoel, slipped in between her and the batteries and took the fire, losing in the space of ten minutes 6 killed and 8 wounded, while the *Pittsburg* was well peppered.

About this time the wheels of the *Tuscumbia* became disabled, and her propellers had not power enough to enable her to stem the current, in consequence of which she drifted down with the current to the bank below, from whence she still kept up her fire.

There was but one gun of the enemy now firing, and all the lower guns had been deserted; the gun still in operation was fired without being run out, and was doing no damage whatever to the gunboats. Still the persons on board the vessels could not see it when close in under the fort, and were firing shell into the works, which they hoped would finally kill all at the gun. The admiral determined to go, in opposition to the pilot, to a part where he thought he could enfilade the battery, and proceeded upstream in the *Benton* for this purpose, letting the other gunboats take such position as seemed best to silence that one gun. While passing the battery, which the *Benton* did slowly without being fired on, General Grant came down in a small tug and made signal, which could not be understood from the *Benton*, and she steamed toward the tug. The general was invited on board, and the admiral explained to him the position of affairs, and deemed it perfectly safe for the troops to assault, which was really the case. The other gunboats at this time were keeping up a rapid fire on the fort, which was not answering at all, and the *Lafayette* was enfilading it beautifully with her heavy rifled guns.

Still the general thought that the enemy might have some field-pieces concealed, which could be shifted from point to point, and do much damage to the troops as they attempted to assault, and he concluded to land his troops and march them across about a mile, and then reembark. This was not exactly according to the original programme, and the navy had had a long and weary fight without any other results than silencing the batteries, which could not be taken possession of without troops, for the admiral was always averse to landing his men when there was a prospect of their being cut to pieces, thus rendering the gunboats inefficient.

There was a great object at stake, and the general was right in not risking anything or giving the enemy the least advantage even. Therefore, it was useless for the gunboats to be wasting their ammunition; they were directed to cease firing and take their old positions upstream. They had been now five hours and a half under a continual fire of heavy guns. The *Benton*, *Pittsburg*, and *Tuscumbia* had lost in killed and wounded 75 men, and were pretty well cut up;

the *Tuscumbia* being the only one that could not go into action, they came to the bank to bury their dead and make repairs, while the *Lafayette* remained in front of the works to prevent the enemy from repairing damages, which she did effectually while daylight lasted.

In the meantime the troops landed and marched across, and it was arranged that the transports should go past the batteries at dark under cover of the fire from the gunboats.

This duty was performed successfully. All the transports passed safely and without any casualties.

The enemy had, after dark, cleared away the earth which had been thrown on the guns by our shot and shell, and opened their batteries once more.

The fire, however, was not very effective, either against the transports or gunboats; no one was hurt.

After the transports had passed the gunboats followed and took position near the former. In this engagement the *Tuscumbia* received 80 shot and shell in her hull and over 300 pieces of shell and grapeshot in her upper works. The *Benton* received 57 shot and shell in her hull and the *Pittsburg* about 50. The other vessels averaged about 20 each. Not one vessel was seriously damaged, and the officers and men were in fine spirits and ready for another battle.

Nothing could exceed the cool conduct of every officer and man on this occasion; the battle was handsomely and gallantly fought and the enemy whipped away from every gun, and had the troops landed while the gunboats were engaged they would have really reaped the credit which someone on their behalf tried to deprive the navy of through the public press. The efforts of such writers are not, however, history. Such articles are written mainly to please those whom they serve and those from whom they expect favors. The navy had no chroniclers of their doings besides their guns and the obstinate and sanguinary character of the battle.

On the morning following General Grant gave the order for the troops to embark on the gunboats and transports, and in the course of twenty-four hours the advanced corps of the army of the Mississippi had landed in the village of Bayou Pierre, about 9 miles below Grand Gulf. For forty-eight hours the gunboats were employed, in conjunction with the army transports, in carrying over the large army munitions of war and prisoners. Never was there a more rapid or better planned movement.

After the army was all over, it was arranged between the two commanders that the navy should attack the forts at Grand Gulf, while the army should come in on their rear and bag all the prisoners. So on the morning of the 3d of May, 1863, the gunboats got underway and proceeded to the forts, which the enemy commenced to evacuate as the leading vessel, the *Lafayette*, opened her heavy guns on them. Four magazines were blown up and an attempt made to destroy the guns and gun carriages, but the sailors were on shore time enough to put out the fires and save all except one or two gun carriages.

An unexpected encounter and a longer route for the army prevented their coming on in time, and had there been any engagement they could not have participated in it.

Still, General McClernand, in that celebrated dispatch which caused his removal from the army, claimed Grand Gulf as a purely army

victory, when in fact the army never fired a gun in that direction. It no doubt would have fallen without the navy firing a gun, after the brilliant victories of Grant's army on its way to Vicksburg, but as the navy fought their batteries as gallantly as ever batteries were fought in the world, why persons claiming to be historians should claim that the navy deserved no credit for what was done is remarkable history.

When General Grant rode into Grand Gulf all the guns were dismantled and lying at the water's edge, and the sailors were hard at work demolishing the fortifications, which might have been used to some purpose against us had the army of Grant been defeated.

Three hours after the capture of the forts, Admiral Porter was on the way to Alexandria in the *Benton*, accompanied by the *Lafayette*, *Sterling Price*, *Pittsburg*, and the ram *Switzerland*, that had brought up dispatches from Admiral Farragut. The effect of the appearance of the fleet on the people along the river can better be imagined than described. It shut out the last hope of the rebels. All the rebel world considered Vicksburg as impregnable, and Grand Gulf as impregnable, and they were now willing to admit that the former might be taken. The Union people, of whom there were a few, held up their hands, and as the fleet passed Natchez the levees were lined with thousands of people to witness the gallant sight, and many there rejoiced at it.

The fleet arrived at the mouth of Red River fourteen hours after leaving Grand Gulf, and Admiral Porter, after communicating with Admiral Farragut, wrote to General Banks, then at Opelousas, that he was ready to cooperate with him in an attack on Alexandria and the forts on Red River. General Banks had applied to Admiral Farragut for the assistance of gunboats, and was preparing to march on Alexandria with 18,000 men.

(See reports to the Secretary.)

On the morning of the [4th of May, 1863] the fleet, composed of the *Benton*, *Lafayette*, *Pittsburg*, *Price*, and ram *Switzerland*, started up Red River. At the mouth of Black River they met the steamers *Estrella* and *Arizona*, which had been up to reconnoiter the forts at Point De Russy. These vessels brought word that the forts were being evacuated; one of them, however, had had an encounter at the forts with two rebel steamers and had lost her pilot, and had her wheel disabled, and represented the rebels as having some guns mounted on scows.

When the fleet arrived at Fort De Russy they found that the enemy had gone, and two of the casemates had been partly destroyed. Only one gun was left behind, and the people about the country reported that the steamers had, in their hurry, lost overboard the XI-inch gun, captured from the *Indianola*. They only left a few hours previous to the arrival of the gunboats. A large and well-constructed raft extended across the channel at Fort De Russy, secured at the ends by chains. This was intended and the enemy supposed it would stop the passage of the vessel. In this, however, the rebels were mistaken, as the raft was removed with very little trouble. Why the enemy should have evacuated this point, which was a capital one for defense, was not understood. After hearing, however, of the capture of Grand Gulf and the passage of the gunboats down the

river (which they soon learned through their couriers), they hastened to remove the guns to a place of security. The gunboats and transports of the enemy escaped up the river and got past the falls at Alexandria barely in time to save themselves. The headmost vessel of the fleet, the *Estrella*, reached Alexandria an hour only after the gunboat *Grand Duke* had escaped over the falls, and the *Webb* had only escaped the day before, having partly repaired the damages received in the encounter with the *Indianola*.

No opposition was made to the advance of the fleet up the river, and they reached Alexandria on the [7th of May], when the city quietly surrendered to the navy.

Guards were placed, and private property respected. The mayor was told to go on and perform his duties as usual, and everything wore as quiet an aspect as if "grim-visaged war had smoothed his wrinkled front."

The advance guard of General Banks' army arrived twelve hours after the gunboats, the whole army having marched 86 miles in four days; on the last day they had marched 34 miles and looked weary and wayworn. The navy guarded the town until morning, to give the troops time to rest, and then turned it over to General Banks. The capture was rather a barren one on all sides. The enemy's gunboats had gone up where they could not be followed, and their army had gone to Shreveport.

The news of General Grant's getting on the Vicksburg side made a change in the intended movements of Banks. He proceeded on his return to Port Hudson, which he invested with the largest part of his force, and the gunboats took their departure down the river, Admiral Porter intending to join the other gunboats at Grand Gulf.

The *Lafayette* and *Pittsburg* were left to guard the mouth of Red River, and the *Benton* and *Price* proceeded up the river.

The brilliant victories achieved by our army on its passage from Bayou Pierre to Vicksburg is too well known to need any comment. There never was, perhaps, such a succession of defeats on the part of the rebels in the history of this war. They were whipped at all points, and in a very short period from the time when the army landed at Bayou Pierre the city of Vicksburg was invested by our troops.

Admiral Porter, after guarding the important points on the river, removed the gunboats *Benton*, *Louisville*, *Price*, *Tuscumbia*, and *Carondelet* up the river, near Vicksburg, and after destroying the enemy's works at Warrenton, and burning that town, took up a position below the canal. Communication was speedily established with the other side, and with the aid of army teams, the vessels were soon again supplied with coal, ammunition, and provisions, of which they were sadly in want.

While Grant's army was marching over toward Grand Gulf it was arranged with General Sherman that he should make a diversion, or feint, up the Yazoo River, to make the rebels at Vicksburg believe that the real point of attack was Haynes' Bluff.

Order of the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, regarding change of names of vessels in the Mississippi Squadron.

NAVY DEPARTMENT, October 15, 1862.

SIR: The following changes will be made in the names of vessels in the Mississippi Squadron:

Transport *Victoria* to *Abraham*.

Tug *Restless* to *Mistletoe*.

Tug *Resolute* to *Myrtle*.

The name of the *St. Louis* has heretofore been changed to *Baron De Kalb*. It is stated that one of the rams built below Carondelet has been christened *Fort Henry*. Some other name should be given her, as we have one *Fort Henry* in the service.

I am, respectfully, your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, regarding suggestions made by Acting Rear-Admiral Davis, U. S. Navy.

NAVY DEPARTMENT, October 16, 1862.

SIR: Referring to Acting Rear-Admiral Davis's dispatch of the 10th instant, the first suggestion, viz, that the commander-in-chief have authority to discharge men condemned by medical survey, is approved.

The Department desires further information on the subject before approving the second suggestion as to "authority to issue passes for railroad and steamboat travel," etc. It is a question whether the law will admit of it.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Captain Winslow, U. S. Navy, regarding guerrilla attack upon the steamer Continental.

GUNBOAT BARON DE KALB,

Memphis, October 16, 1862.

SIR: The *Continental*, steamer, reports a battery of one 12-pound gun on the Arkansas shore at the foot of Island No. 21. Two shots were fired at her, one taking effect in the hull. I have ordered the *Pittsburg* to proceed to the point and destroy the battery.

Very respectfully, your obedient servant,

J. A. WINSLOW,

Captain.

Rear-Admiral CHAS. H. DAVIS,
Commanding Naval Flotilla, Cairo.

Report of Acting Rear-Admiral Porter, U. S. Navy, desiring instructions for Colonel Ellet regarding the transfer of the Ram Fleet.

No. 2.]

CAIRO, October 16, 1862.

SIR: I have examined the Ram Fleet, commanded by Colonel Ellet, and find them very efficient vessels. Colonel Ellet has received no instructions yet to turn them over to the Navy, and is now waiting to be informed what he shall do with them. He is desirous to remain in the command of them, but I do not see how that can be done very well without interfering with the naval organization.

These vessels will be very serviceable to us when well armed.

I have the honor to remain, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Endorsement.]

Write War Department what Admiral Porter says in regard to the transfer of the ram vessels. I had supposed that the act of July 16 included a transfer of all vessels, including the rams.

Write Admiral Porter we consider the act of July 16 as including the Ram Fleet.

[WELLES.]

Letter from the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, referring to the rams Fort Henry and Choctaw, under construction.

NAVY DEPARTMENT, October 17, 1862.

SIR: In reply to your letter of the 14th instant, you are informed that the Quartermaster-General will finish the rams *Choctaw* and *Fort Henry*.

Lieutenant-Commander W. McGunnegle has been ordered to report to you for duty.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Badger, U. S. Navy, requesting the appointment of a commanding officer for the U. S. S. Indianola.

ST. LOUIS, MO., October 17, 1862.

SIR: I enclose a requisition for clothing made by the acting master in charge of the gunboat *Indianola* at Cincinnati.

When Cincinnati was threatened with an attack, I happened to be there on ordnance duty, and proceeded to fit out the boat for service,

shipping a small crew, and appointed temporarily three acting masters. Soon after the Navy Department directed the vessel to be turned over to any officer who might be designated by Admiral Davis.

In an interview with Admiral Davis he informed me that he would oppose my proceedings so far as to retain the crew in service and two of the acting masters.

Admiral Davis, however, has never sent anyone to take charge of the vessel, and I am still looked upon by those on board of her as the commanding officer. The crew require clothing, hammocks, etc. Their subsistence is provided by the commissary at Cincinnati.

I hope you will appoint some one to command the vessel and retire me from further responsibility in the matter.

I am, sir, very respectfully, your obedient servant,

O. C. BADGER,

Lieutenant-Commander and Assistant Inspector Ordnance.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Flotilla.

Report of Captain Winslow, U. S. Navy, transmitting report regarding expedition to the point where attack was made upon steamers Continental and J. H. Dickey.

U. S. GUNBOAT BARON DE KALB,

October 20, 1862.

SIR: I enclose herewith letter of Lieutenant-Commander Hoel, reporting operations with the *Pittsburg* in breaking up the guerrillas who fired on the *Continental* and *Dickey*.

Very respectfully, your obedient servant,

J. A. WINSLOW,

Captain.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Western Flotilla.

[Enclosure.]

U. S. GUNBOAT PITTSBURG,

Off Mitchell's Landing, near Island No. 18, October 18, 1862.

SIR: I arrived at this point yesterday afternoon, having been towed from Richardson's Landing (3 miles below Randolph) to this place by the steamer *Forest Queen*, my object in coming here being to learn something in regard to the band of guerrillas which fired into the steamers *Continental* and *J. H. Dickey* on the 16th instant. Upon my arrival at the place where I understood the attack had been made, I sent an armed party on shore, but no person could be found. From the indications about the place, the band had but one piece of artillery with them. From a Mr. Mitchell, who resides upon the opposite (Tennessee) side of the river about 2 miles above, I learned that the band, directly after making the attack upon the boats, left the river bank, going into the interior. As near as I can learn, the band was composed of between three and four hundred men, and well organized. I could not learn who commanded them. At the place

from which the attack had been made there was an old log house, which had the appearance of having just been vacated. Upon leaving, I fired one of my broadsides into it for the purpose of destroying it, believing that the noise and execution done from our guns would have a more salutary effect upon the surrounding neighborhood than to burn it.

On last Tuesday night a band of guerrillas burned several bales of cotton at Richardson's Landing, which had been hauled there for the purpose of being shipped.

I shall leave here again this evening for Fort Pillow, stopping frequently along the shore on my way down. I have got but two days' provisions on board, though there has been a requisition sent to Cairo ten days ago for more. I have sent my paymaster to Cairo to see about them.

Most respectfully, your obedient servant,

WM. R. HOEL,
Commanding U. S. Gunboat Pittsburg.

Captain J. A. WINSLOW, U. S. Navy,
Commanding at Memphis.

P. S.—The *De Soto* has just arrived, bringing our paymaster with one month's provisions.

General Order of Acting Rear-Admiral Porter, U. S. Navy, regarding the detention and examination of all boats.

GENERAL ORDER }
No. 2. }

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., October 18, 1862.

The commanders of all vessels going up and down the rivers Ohio and Mississippi will detain and examine all boats they may observe passing from one shore to the other. This rule will be observed from Louisville to Vicksburg until further orders, excepting at points occupied by United States troops. All persons so detained, not having passes from the military and naval commanders, will be brought to the commanding officer of the squadron, who will examine into the case.

All goods or merchandise, arms, ammunition, or contraband of war found in any rowboat or scow will be held by the commanding officer of any vessel and detained by him until further orders.

All boats and persons are to be strictly searched for letters. None is to be permitted to pass and all are to be brought to headquarters. All boats found along the river banks at suspicious places will be taken possession of.

Any vessel that may be fired on by guerrillas or other persons will do all the damage in her power to the vicinity from which she was attacked, in order to repress the outrageous practice of guerrilla warfare.

After the 25th of October all vessels found landing cargoes at any point below Cairo, or any point between Cairo and Louisville, except at places specified in collectors' permits or by permission from the naval commanding officer, or at places occupied by United States

troops, will be brought to Cairo and detained until the matter is investigated.

A copy of the general order will be furnished to steamers stopping at this port.

DAVID D. PORTER,
Acting Rear-Admiral, Comdg. Mississippi Squadron.

General Order of Acting Rear-Admiral Porter, U. S. Navy, regarding operations of vessels of Mississippi Squadron.

GENERAL ORDER }
No. 4.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., October 18, 1862.

The commanders of all vessels will see the following orders carried out, and senior officers will immediately report to me any violation of them:

Every precaution must be taken against a surprise by the rebels, particularly in the light-draft gunboats, and for this reason they must not lie tied up to a bank at any time.

The guns must always be kept loaded with grape or canister, and the small arms at hand loaded and ready to repel boarders.

Boats are never to land at places where rebels are likely to cut off the men or fire on the boats, without their being completely protected by the guns of the vessel.

Protected lookouts must be kept on the alert at all times.

Boats are not allowed to go on shore to get provisions, except at places occupied by the United States troops.

No person will be allowed to pillage under any circumstances, and all those who do so are to be reported to me.

Vessels will show as few lights as possible in navigating the river at night, and not allow the men to congregate in conspicuous places in daytime when in suspicious looking neighborhoods.

When any of our vessels are fired on it will be the duty of the commander to fire back with spirit, and to destroy everything in that neighborhood within reach of his guns. There is no impropriety in destroying houses supposed to be affording shelter to rebels, and it is the only way to stop guerrilla warfare. Should innocent persons suffer it will be their own fault, and teach others that it will be to their advantage to inform the Government authorities when guerrillas are about certain localities.

Every evening at sunset all vessels will go to quarters, with everything ready for action and guns pointed for the bank. At night the watch must always be on deck, and, unless otherwise ordered, no vessel will lie without low steam.

This general order is to be passed over to any commander who may be ordered to the vessel.

DAVID D. PORTER,
Acting Rear-Admiral, Comdg. Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, requesting to be furnished with small boats.

No. 6.]

CAIRO, October 18, 1862.

SIR: There are required for this squadron 24 light, 10-oared, double-banked boats, with awnings. These boats could be delivered here fully equipped, freight and all paid, from New York, for \$200 each. Will you please direct the Bureau of Construction to supply this deficiency?

The dimensions of the boats required are as follows: Length of boat, 25 feet; beam, 6½ feet; flat bottom.

I have the honor to be, sir, with great respect, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Porter, U. S. Navy, requesting authority for the construction of scows to be used as mortar vessels.

No. 8.]

CAIRO, October 18, 1862.

SIR: I find that all the mortar scows at this place are good for nothing and have been condemned by survey. Nothing can be done with them besides using the iron plating around them to protect the men from riflemen.

I request authority to construct 15 scows on proper principles, to be used as mortar vessels. They will cost \$2,500 each, will draw 20 inches of water only, and can be towed with rapidity to any point. Mortars are indispensable on this river; we can not do without them; and I can build such vessels as are required here very soon.

My utmost endeavors will be exerted to prevent any unnecessary expense, but in operations of such magnitude as are being carried on here it would be false economy not to build new vessels, or to attempt to renovate the old ones. The latter are now lying above this place water-logged, magazines filled with water, and in a general state of decay.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

Seventeen gunboats; 15 mortar scows; 24 boats.

Are there appropriations sufficient to meet the greatly increasing demands daily made? I am disposed to sustain all reasonable demands and to take any just responsibility for necessary advances, but there should be economy and no unnecessary expenditure. We must give the Mississippi Squadron vigorous support.

W.

[Telegram.]

ST. LOUIS, *October 18, 1862.*

My force at Helena apprehend an attack. If you can add strength by sending more gunboats or making an effort even as a feint to go up White River, you will oblige me. Sickness and other pressing demands have made it necessary to withdraw force, which I hope soon to compensate from new levies. The point is of great importance.

S. R. CURTIS, *Major-General.*

Rear-Admiral D. D. PORTER.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, commanding U. S. S. Carondelet, to proceed to the mouth of the White River for the protection of Helena.

CAIRO, ILL., *October 18, 1862.*

SIR: Proceed without delay to the mouth of White River and, if possible, ascend it to threaten to cut off the enemy, who is preparing an attack on Helena. If you draw too much water to go up the river, stop at Helena and send two of the lightest-draft vessels to White River with orders to ascend as far as they can, to make a feint. If the vessels can get as high as St. Charles, let them spread a report there that an expedition of troops is behind coming up.

At Helena make such disposition of the vessels that they can enfilade the enemy above and below the town. I am hunting up two light-draft vessels, drawing 22 inches, that will be able to ascend either the White River or the St. Francis, in case it should become desirable. I do not think any of our large vessels can get up the rivers, but the general commanding deems this more important, and we must cooperate heartily with him. On your way down pick up some good contrabands, and obtain [information] where cotton can be obtained or where it is stowed away.

I trust to your discretion to make the proper disposition of your forces to repel any attack. If the *Eastport* can get to Helena, order her to go down there for the present. Pick up all boats or persons you may see on the river who are without passes from the commanding officers of the army or squadron; search them for letters, and seize all contraband of war. If you meet with any hostility, leave your mark wherever you go.

I remain, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Capt. HENRY WALKE,

Commanding U. S. Gunboat Carondelet, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Commodore Hull, U. S. Navy, to send U. S. steamers Marmora and Signal to White River.

CAIRO, *October 18, 1862.*

COMMANDER: We have received urgent requests to send light-draft boats to White River. Will you send down the *Marmora* and *Signal*

as soon as possible? If the guns have not arrived, we will arm them here.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Commodore HULL,

St. Louis.

Report of Acting Rear-Admiral Porter, U. S. Navy, submitting names for tugs under his command.

No. 11.]

CAIRO, October 19, 1862.

SIR: In answer to your communication of October 15, in relation to changing the name of the *Fort Henry*, I beg leave to inform you that the Department has already ordered the name to be changed to *Lafayette*, by which name the vessel is now recognized.

I beg leave to submit the following names for the tugs on this station; their present names are not appropriate or uniform:

<i>Present names.</i>	<i>Names proposed.</i>
Sampson-----	Pansy.
Mulford-----	Daisy.
Dauntless-----	Mignonette.
Jessie-----	Lily.
Erebus-----	Laurel.
Firefly-----	Dahlia.
Terror-----	Ivy.
Spitfire-----	Hyacinth.
Spiteful-----	Thistle.
Intrepid-----	Fern.
Restless-----	Mistletoe.
Resolute-----	Myrtle.
Wonder-----	Nettle.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

General order of Acting Rear-Admiral Porter, U. S. Navy, regarding sanitary measures for preserving health of crews.

GENERAL ORDER, }
No. 9. }

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., October 20, 1862.

Owing to the unusual number of sick in this squadron, it becomes imperative to adopt some sanitary measures to endeavor to bring about an improvement in the health of the crews.

Hereafter breakfast will be served to the men on their turning out in the morning and before washing decks.

The crews are to be examined at morning and evening quarters, to see if they are comfortably clad and have their under flannels on.

Boats are not allowed to leave the vessels in hot weather without awnings, and boat keepers are required to keep the awnings spread alongside.

In ironclads, where the sun can not get to the decks, drying stoves must be freely used.

Commanders will, when practicable, give the crews fresh meat and vegetables three times a week.

The men will not be permitted to sleep in the open air, or where night dews can affect them, but will be piped down at 8 p. m. in winter and at 9 in summer.

Every means must be adopted to keep the men healthy, and although it is very desirable to have clean ships commanding officers will do well not to wet the decks too often; the comfort and health of the men must be the first thing to be looked after.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Cairo, regarding the impaired condition of the shell on that vessel.

U. S. GUNBOAT CAIRO,
Off Helena, October 20, 1862.

SIR: I have the honor to report that after a careful personal examination of all the shell on board the *Cairo* I find the fuzes of all of them but some 60 in a ruined condition from dampness.

They are all of the army pattern, with no protection from dampness.

If it is your intention to have the squadron supplied with the navy shell, I should prefer waiting for them, rather than to replace mine by a requisition upon the ordnance boat.

I have the honor to be, very respectfully, your obedient servant,
THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Selfridge, U. S. Navy, to Lieutenant Bishop, U. S. Navy, regarding the shipping of contrabands.

U. S. GUNBOAT CAIRO,
Helena, October 20, 1862.

SIR: You will please select eight of the contrabands on board of your vessel and have them ready with their accounts to be sent to Cairo.

You will have each one carefully examined by your surgeon, using the same precautions as in shipping men. Send with the contrabands

all the information you can obtain relating to them, in accordance with the order of the honorable Secretary of the Navy.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Lieutenant Commanding JOSHUA BISHOP,
Steamer General Bragg.

Letter from the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, regarding the establishment of a naval station in the West.

NAVY DEPARTMENT, *October 20, 1862.*

SIR: The Department has received your letter of the 13th instant in reference, with other matters, to the vicinity of St. Louis as a suitable locality for a naval station.

Congress will meet soon and doubtless will decide in regard to the establishment of a navy yard or naval station in the West.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Captain Winslow, U. S. Navy, regarding attack by guerrillas upon mail steamer Catahoula, below Memphis.

GUNBOAT BARON DE KALB,
Below Memphis, October 20, 1862.

SIR: The *Catahoula*, Helena mail boat, received a desultory fire from guerrillas at this point (some nine miles below Memphis) yesterday morning. I have dropped down to act, in conjunction with a small force dispatched by General Sherman, to break up the party.

There is no appearance of any guerrillas at present, and I feel convinced that the fire must have been by some stragglers from the bands which have been recently recruited around Marion and vicinity.

Very respectfully, your obedient servant,

J. A. WINSLOW,
Captain.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Western Flotilla.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Baron De Kalb, regarding result of expedition below Memphis.

GUNBOAT BARON DE KALB,
Memphis, October 20, 1862.

SIR: I have to report that the expedition below Memphis resulted solely in the destruction of some property by the army on the plantations bordering the river. No guerrillas were seen.

I shall direct my attention to obtaining the 40 negroes required by you for coal passers, etc.

Very respectfully, your obedient servant,

J. A. WINSLOW,
Captain.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Western Flotilla.

Report of Lieutenant-Commander Shirk, U. S. Navy, regarding depredations of guerrillas at Commerce, Mo.

U. S. GUNBOAT LEXINGTON,
Off Commerce, Mo., October 20, 1862.

SIR: I have the honor to report that upon my arrival here I am informed that on Sunday morning about 7 o'clock a party of guerrillas, numbering from 200 to 300, entered the town of Commerce, and robbed several of the stores of articles of clothing, shoes, caps, etc., in all about \$2,000 worth. They also took as prisoners about 30 young men who belonged to the Missouri State Militia, and about 15 or 20 stand of small arms. One man, named Kane, a scout of the Union forces, was wounded.

The guerrillas were under the command of Colonel Preston, Lieutenant-Colonel Parrott, and Major Sickles. Almost all the party are known to be residents of this and the adjoining counties. They remained in town about an hour. Their camp is at a ferry, due west of Bertrand.

Nine companies of infantry, under the command of Captain Murphy, of the Twenty-ninth Regiment Missouri Volunteers, and a squadron of cavalry, have gone from Cape Girardeau in pursuit, with chances in favor of overtaking the guerrillas.

The goods that were stolen from the town have been on hand since last April.

None of the persons in the guerrilla band live on the river, or near enough to it for me to reach them.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, Cairo, Ill.

Order of the Secretary of War to Colonel Ellet, commanding Ram Fleet, to retain command until further orders from the Department.

WAR DEPARTMENT, *October 20, 1862.*

The Ram Fleet was not included in the transfer of the Gunboat Fleet to the Navy Department. Its disposition was left for further consideration. You will retain command, as heretofore, until further orders.

EDWIN M. STANTON,
Secretary of War.

Colonel ELLET,
Commanding Ram Fleet, Mound City, Ill.

Letter from the Secretary of the Navy to the Secretary of War, transmitting report suggesting plan for the organization of a marine brigade under command of Colonel Ellet.

NAVY DEPARTMENT, *October 31, 1862.*

SIR: I have the honor to transmit herewith a copy of a communication, dated the 21st instant, received from Acting Rear-Admiral D. D. Porter, commanding the Mississippi Squadron, requesting the formation of a naval brigade to operate exclusively with his squadron.

I would respectfully ask that this request be complied with.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Hon. E. M. STANTON,
Secretary of War.

[Enclosure.]

No. 20.]

U. S. NAVAL DEPOT,
Cairo, October 21, 1862.

SIR: Before leaving Washington I suggested to the President and General McClelland the propriety of forming a naval brigade, consisting of 1,000 infantry, 100 cavalry, and a full battery of artillery, to be formed from regiments now in service, and to operate exclusively with this squadron.

I have now to suggest a plan of organization which will at once ensure the highest degree of efficiency to the brigade proposed, and remove all difficulties in regard to the transfer of the Ram Fleet, by placing Colonel Ellet in command of this force.

Colonel Ellet thinks he can promptly raise the men by enlistment, if authorized to do so, and this would be a far preferable way of procuring them, since there will be no difficulties arising from regimental officers already commissioned in the appointment of just such officers in the brigade as the peculiar nature of the service demands.

This brigade will be invaluable, and will enable us to effectually operate against the numerous guerrilla bands and other scattered rebel forces along these rivers.

Without such a force constantly with the vessels cruising on the river we are unable to reach these bands, not having men enough in the crews of the vessels to land and follow them into the interior in their retreats out of the reach of the fire of the gunboats, nor can we march against them when informed of their camps near the streams and attempt those surprises which, with a ready force, would be so effective. It is now invariably found that in all attempts to procure a force from the army posts nearest to the points where these bands are known to be it arrives on the field only to find that the rebels are already many miles away and beyond pursuit.

The appointment of Colonel Ellet secures to the squadron the services of a gallant and highly meritorious officer in a field for which he is specially qualified, and does justice to him for his past services, while it secures greater efficiency in the Ram Fleet, as more perfect

organization in the hands of trained navy officers and greater harmony will be experienced in all naval operations in consequence.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to the Secretary of War, making enquiry regarding the transfer of the Ellet Ram Fleet.

NAVY DEPARTMENT, October 21, 1862.

SIR: Acting Rear-Admiral David D. Porter, recently appointed to the command of the Mississippi Squadron, informs the Department that he has examined the Ram Fleet commanded by Colonel Ellet, and finds them very efficient vessels, and that they would be very serviceable when well armed. He further states that Colonel Ellet has received no instructions yet to turn the Ram Fleet over to the Navy, and is waiting to be informed what he shall do with them.

I had supposed that the act of July 16, 1862, included a transfer of all the gunboats in the Western waters, the Ram Fleet among them.

I am, respectfully, etc.,

GIDEON WELLES,

Secretary of Navy.

Hon. E. M. STANTON,

Secretary of War.

Order of the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, interpreting the act of Congress regarding the Ellet Ram Fleet.

NAVY DEPARTMENT, October 21, 1862.

SIR: Your No. 2, dated 16th instant, has been received.

I have written to the Secretary of War concerning the Ram Fleet. You will consider the act of 16th July, 1862, as embracing that fleet.

Commodore Hull has been directed to give you two weeks' notice of his intention to transfer to you any of the gunboats building under his superintendence.

I am, respectfully, your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

Letter from Colonel Ellet, commanding Ram Fleet, to Acting Rear-Admiral Porter, U. S. Navy, announcing receipt of orders from the War Department to retain his command for the present.

STEAM RAM SWITZERLAND,

Mound City, Ill., October 21, 1862.

DEAR SIR: I have received your communication of this morning, and regret exceedingly that the exigency of the service should make

it necessary to deprive me of the valuable experience of Master's Mate De W. Stebbins, and trust that the necessity may not long exist.

I have the honor to inform you that, from a dispatch received yesterday from the honorable Secretary of War, I have learned that the Ram Fleet was not included in the transfer of the gunboats by the War Department to the Navy; but was reserved for future disposition. I take this opportunity to assure you, however, that it will always be my pleasure, as it would most certainly be my duty, to extend to you my most cordial cooperation in any measure for the good of the public service while I retain command of the Ram Fleet.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Colonel, Commanding Ram Fleet.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the interpretation of the act of Congress in relation to the transfer of the Ram Fleet.

No. 22.]

CAIRO, October 21, 1862.

SIR: Colonel Ellet, of the Ram Fleet, has been informed by the War Department that his fleet had not been turned over to the Navy, and he considers himself authorized to act on this river independent of the naval commander. This is contrary to the law, which prescribes "that the gunboat fleet constructed by the War Department for operations in the Western waters shall be transferred to the Navy Department, which will be hereafter charged with the expense of its repair, support, and maintenance: *Provided*, That all vessels now under construction or repair by authority of the War Department shall be completed and paid for under authority of that Department from appropriations made for that purpose, and be it enacted that this law shall take effect and be in force from and after its passage."

Under this law I have notified Colonel Ellet that I would recognize no organization within the limits of my command other than the one established by the Navy Department, and shall direct that all vessels acting without my orders be brought to and detained by any naval commander who might meet them operating on the river contrary to the general order for the organization of the squadron. In another communication I have suggested a way of providing for Colonel Ellet, which I hope the Department may approve of. That organization is within the law, and will be of great aid to us.

There is an appropriation of \$400,000 belonging to this Ram Fleet which could be judiciously applied if paid out by order of the commander of the squadron, but which I fear is being expended without much regard to economy.

We want every vessel that we can get at this moment, as the guerrilla bands are scattered all up and down the banks of the river, and the sooner the Ram Fleet is turned over to me the sooner I will be able to repress the guerrilla attacks and establish police vessels on the

river. The ironclads are only fit to lie at anchor off certain points, and have no facilities for cruising.

I have the honor to be, sir, with great respect, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Meade, U. S. Navy, transmitting letter from Major-General Sherman, U. S. Army, regarding proposed retaliation upon guerrillas for outrage committed on the packet Gladiator at Bledsoe's Landing, Ark.

U. S. GUNBOAT LOUISVILLE,
Off Helena, Ark., October 21, 1862.

SIR: I have the honor to enclose herewith a copy of a letter received from Major-General Sherman in regard to the outrage committed by guerrillas on the packet *Gladiator* at Bledsoe's Landing, in Council Bend, about 45 miles above this place.

On receipt of it I stated to the general commanding at this post that I should proceed up the river to the point named. A force of 300 men, consisting of detachments from the Twenty-fourth and Eleventh Indiana Regiments, Lieutenant-Colonel Barter commanding, was detailed to accompany me in the *Meteor*.

I reached Bledsoe's Landing in this vessel at 8 o'clock this morning, whilst the *Meteor*, with the troops, proceeded on to Elm Grove, in accordance with General Hovey's instructions to Colonel Barter.

Discovering that the guerrillas had been landing last night, a force was landed from this vessel. The inhabitants of the place were given half an hour to remove necessary articles from the houses, when buildings and fields were laid in ashes.

Hamblin's, 2 miles below, was similarly served, the guerrillas having quartered there three nights since.

The *Louisville* then returned to this place.

From information received from the negroes I am inclined to the opinion that there is an extensive camp of these scoundrels—who attack unarmed boats—at some point on the St. Francis River near the Mississippi River.

I brought down from Hamblin's one of the deck hands of the *Gladiator*, who had effected his escape on the night of the attack.

The people along the river bank were duly informed that every outrage by the guerrillas upon packets would be similarly dealt with.

Very respectfully, your obedient servant,

RICHARD W. MEADE, JR.,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Enclosure.]

HEADQUARTERS FIRST DIVISION,
Memphis, October 19, 1862.

SIR: Captain Gwin passed up this morning in the *Conestoga*, and could not do more than to advise me to apply to you. There has been a systematic attack on the transports above and below here. I have an expedition up the river and another down about 15 miles, where the *Catahoula* was fired on. Yesterday, or rather this morning at 2 a. m., the *Gladiator* touched at Bledsoe's Landing, on the Arkansas shore, about 50 miles below this, and was boarded by a party of guerrillas, who set fire to her in several places, killed the engineer and one passenger, wounded others, and as the boat took fire a rush of passengers for the shore disconcerted the guerrillas, and during the confusion the boat backed off and managed to reach Memphis. Thirty-two of her passengers and crew are missing, but some are supposed to have reached you in a yawl. Now, I beg you to consult with General Carr, who, I hope, coincides with me in opinion that we can not reach the guerrillas, that they are gone, but that we must make the people feel that this species of warfare can have but one result, viz, utter ruin to the country. I hope, with General Carr's consent, you will proceed to Bledsoe's Landing and then destroy all the houses and cornfields for miles along the river on that side.

The gunboat *De Kalb* is now below at the second bend below, having a similar destination, where the *Catahoula* was attacked [sic].

I think you should shell the whole river whenever one of these raids occurs, so as to make the inhabitants feel your power. I know it is cruel to make the innocent suffer for the acts of the guilty; but what can be so diabolical as these attacks on unarmed boats?

I am, truly, yours,

W. T. SHERMAN,
Major-General, Commanding.

Captain MEADE, U. S. Navy,
Commanding Gunboat Louisville.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding a detail of contrabands, and forwarding descriptive rolls.

U. S. GUNBOAT CAIRO,
Off Helena, October 21, 1862.

SIR: In the absence of Captain Meade, of the *Louisville*, who went up the river yesterday to a point some 40 miles from here, where the mail steamer *Gladiator* was attacked by a band of guerrillas, I have the honor to forward to you the accompanying descriptive rolls of 33 contrabands, who, in obedience to your orders, I have taken from the fleet lying here.

The general commanding was unwilling to furnish any from the shore, as he had all the able-bodied negroes to work upon the fortifications.

I regret that I have not been able to fill up the number stated in your order, but it could not be, without in a measure interfering with

the efficiency of the fleet. The supplies of bread and flour are nearly, and in some cases entirely, exhausted, and we are depending upon what we can purchase from the army.

I send up upon the *De Soto*, in obedience to orders left by Captain Gwin, the remainder of the sick of the squadron recently condemned by medical survey.

Quartermaster J. C. Little, of the ordnance steamer *Great Western*, being represented to me in a very low and precarious state, I have taken the liberty to order a survey upon him, and have ordered him, by the advice of the medical board, to Cairo.

The supply of coal at this point is very short, there not being more than 4,000 bushels available. All is quiet in this portion of the Mississippi Squadron.

I have the honor to be, very respectfully, your obedient servant,

THOS. O. SELFRIDGE,

Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Captain Winslow, U. S. Navy, regarding the refusal of Major-General Sherman, U. S. Army, to furnish contrabands requested.

GUNBOAT BARON DE KALB,

Memphis, October 21, 1862.

SIR: An application to General Sherman for the 40 contrabands required has been met by a refusal, the general stating that he has employment for the number in the fortifications, and he has, moreover, promised that none of them should be removed under certain conditions.

I have no doubt but that they could be easily obtained at Helena; or, if not, they could be picked up in small squads, from time to time, at this place.

Very respectfully, your obedient servant,

J. A. WINSLOW,

Captain.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Western Flotilla, Cairo.

General order of Acting Rear-Admiral Porter, U. S. Navy, for the regulation of vessels at the naval station, Cairo, Ill.

GENERAL ORDER, }
No. 10.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, October 21, 1862.

All vessels of war belonging to the Navy coming to this station are to anchor in the stream on the opposite shore, and the commanders are to report themselves without delay to the fleet captain and commandant of the station on shore.

Steam is to be kept up until otherwise ordered.

If sick are brought up, they are at once to be sent, with their accounts, to the hospital.

All vessels are to prepare for service the moment they get here, and have their requisitions made out before they come up; which requisitions will be presented to the commanding officer on shore.

No boats will be allowed to pull about after 10:30 o'clock at night, and after dark no one will be permitted to land at the wharf boat.

No vessel must come alongside the wharf boat at night.

The same watch must be kept here as at other places.

No repairs will be commenced without orders from the commanding officer on shore.

Vessels lying in port must overhaul and detain rowboats passing down the river with merchandise at night.

One armed tugboat will be kept ready to bring to any boats or vessels that may attempt to pass this place day or night.

A light must be kept hoisted at night to prevent being run down.

No person will be allowed to go on shore on the side opposite Cairo without orders.

Officers will conform strictly at all times to the orders relating to uniform.

Fresh beef and vegetables are to be served out three times a week while in port.

No requisitions will be sent in for articles other than those allowed by regulation.

Commanding officers will supply deficiencies in ordnance without delay, and will make return of ordnance to the ordnance officer.

No liberty will be given to the crews without permission of the commanding officer on shore, and liberty men must have passes.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, commanding U. S. S. Fairplay, transmitting copies of proclamations issued to the citizens of Caseyville, Ky.

U. S. GUNBOAT FAIR PLAY,
Off Caseyville, October 21, 1862.

SIR: I have the honor to enclose herewith copies of communications sent to the citizens of Caseyville and vicinity previous to the receipt of your instructions.*

As the disloyal citizens do not seem to be using the energy desirable in raising the amount of money called for, I will to-night act upon your instructions and take as prisoners all male citizens not known to me as good, loyal men.

Enclosed also are copies of two orders I issued on the 17th instant. If I took upon myself too much authority and erred therein it was through a desire to do my duty.

The order in regard to steamers landing on the Kentucky shore is absolutely necessary within the limits specified in the order. Union County has been and is now a well-known thoroughfare for guer-

* General Order, No. 2, October 18.

illas, and I have no doubt but that they have used these same steamers, much to their own advantage, both as a means of obtaining supplies and of getting information.

The second order, in regard to the suspension of ferries, etc., was also promulgated as a means of cutting off supplies and information from the rebels.

Shall I revoke these orders or let them stand? Please instruct me also in regard to the wheat and goods mentioned in my other letter of this date.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Naval Forces, Western Waters.

[Enclosures.]

U. S. GUNBOAT FAIRPLAY,
Ohio River, October 17, 1862.

It is hereby ordered that all ferries on the Ohio River between Evansville, Ind., and Paducah, Ky. (except at the towns of Henderson and Smithland, Ky.), are from this date suspended. Any violation of this order will result in the destruction of the boats so engaged.

All boats, skiffs, scows, or flats found on the Kentucky shore, not at towns garrisoned by United States forces, will be destroyed.

All goods, merchandise, or other articles of traffic sold or sent to the Kentucky shores within the above limits, not authorized by a surveyor of a port or passed under such official signature, shall be liable to confiscation, and the parties sending or selling such articles will render themselves liable to arrest for giving "aid and comfort to the enemy."

LE ROY FITCH,
Lieutenant-Commander.

U. S. GUNBOAT FAIRPLAY,
Ohio River, October 17, 1862.

ORDER.—Until further notice, masters of all freight or passenger steamers plying between Evansville, Ind., and Cairo, Ill., are expressly forbidden to take on freight or passengers for, or under any circumstances (unless absolutely unavoidable), land at any town or landing on the Kentucky shore not garrisoned by United States forces.

Any violation of this order will result in the confiscation of the goods or articles and the detention of the vessel.

LE ROY FITCH,
Lieutenant-Commander and Executive officer, Flotilla.

U. S. GUNBOAT FAIRPLAY,
Off Caseyville, October 18, 1862.

To the constable and citizens of Caseyville:

Whereas the U. S. mail steamer *Hazel Dell* was forcibly boarded at your town and goods taken therefrom, I, in behalf of the Govern-

ment of the United States, do demand as reparation for said damages the sum of \$35,000, to be paid to me in good current money.

If this demand is not complied with by 10 p. m., the women and children are ordered to leave the town, as it will be immediately destroyed.

LE ROY FITCH, U. S. Navy,
Lieutenant-Commander.

U. S. GUNBOAT FAIRPLAY,
Off Caseyville, October 19, 1862.

To the citizens of Caseyville and vicinity of 10 miles:

The proclamation promulgated to the citizens of Caseyville is so far modified as to extend the time allowed (for payment of the damages demanded, \$35,000) to one week.

If, at the expiration of that time, the money is not paid, the property of all secessionists or sympathizers with the existing rebellion against the United States, within 10 miles of the town, will be confiscated, and their houses, furniture, grain, and produce of all kinds destroyed.

LE ROY FITCH, U. S. Navy,
Lieutenant-Commander.

Report of Lieutenant-Commander Fitch, U. S. Navy, commanding U. S. S. Fairplay, regarding measures of retaliation upon Caseyville, Ky.

U. S. GUNBOAT FAIRPLAY,
Off Caseyville, October 21, 1862.

SIR: I have the honor to acknowledge the receipt of a copy of your instructions of the 16th instant; also General Order No. 2.

I had already acted according to my own judgment, and, am happy to say, nearly in conformity to your orders.

I left Evansville early on the morning of the 17th and proceeded down the river with the gunboats *Fairplay*, *St. Clair*, and *Brilliant* as fast as circumstances would admit of. I am sorry to say that, in consequence of very low water above the mouth of the Wabash, and a thick fog which set in and compelled me to anchor over nights, our progress was so much retarded that the people had been advised by overland runners of our approach some hours before we reached the town, and many of the most prominent aiders and abettors to this guerrilla band had left. I have, though, a list of their names and amount of property.

Before arriving within sight of the place I had a detachment detailed from each boat to land with muskets. Just before dark the boats touched at the upper end of the town. The detachment was immediately landed and placed under the command of Second Master [G. J.] Groves, who, according to instructions, surrounded the place, took and sent on board all male citizens within the limits. After a close investigation I found a few good Union men who would have notified the steamer had they not been forcibly restrained.

The worst and most rabid persons are the farmers living a mile or so from town. They are the ones who have been feeding and keeping

Johnson's men, and the ones also who shared the spoils of the late robbery.

I first demanded on my own responsibility, before I had any knowledge of your instructions, the sum of \$35,000 damages, this sum to be paid by 10 p. m., but being assured that the amount could be paid if sufficient time was allowed, I extended the time to one week. In the meanwhile the place will be guarded and nothing allowed to be removed therefrom.

The town had previously been sacked of all arms, ammunition, and the like, by Johnson's guerrillas.

I have also taken charge of, and had stowed in the wharf boat, all the goods and produce in the store of one J. M. Scantlin, who has the reputation of buying powder and selling it to Johnson's men, as well as being an informer for the guerrillas.

William Pemberton (or Pambelton) is also reported as being a suspicious character, and also as being an informer. He has some six or eight hundred bushels of wheat, which I have taken possession of. These two men I ordered arrested before leaving here for Smithland; they are now on board the *St. Clair*.

During my absence First Masters [J. S.] Hurd and [C. G.] Perkins, according to instructions, took possession of and had stowed in a warehouse on the bank some three or four thousand bushels of wheat, bought by Philip Acker for a firm in Paducah; the loyalty of these parties is very doubtful.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Naval Forces, Western Waters.

Report of Lieutenant-Commander Fitch, U. S. Navy, commanding U. S. S. Fairplay, regarding an attack upon the steamer Nashville, and proposed retaliation.

U. S. GUNBOAT FAIRPLAY,
Off Uniontown, October 22, 1862.

SIR: The steamer *Nashville* was fired into yesterday from a thick cluster of woods and brush between Caseyville and Shawneetown. One man on board was killed and another wounded.

The captain of the *Nashville* sent me word of the occurrence last night. I immediately got underway and joined him at Shawneetown; from there I convoyed him as far up as the head of Mississippi Bend, above Uniontown.

There is a house standing near the place where the boat was fired at. I will to-night surround the house and seize all the male inhabitants, and unless good proofs are given, I will destroy the house.

In future, steamers, either going up or down the river, will be furnished with a convoy if they will stop at Smithland in coming up, and just above Long's Ford in coming down. If they do not find a gunboat at the place one will soon be there. They will not have to

lay over long. Will you please let the masters of vessels know this if it meets your approbation?

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Fleet Captain A. M. PENNOCK,
Commanding Naval Station, Cairo, Ill.

Order of Lieutenant-Commander Fitch, U. S. Navy, to Second Master Coyle, U. S. Navy, to proceed in charge of a party of prisoners to Cairo.

U. S. GUNBOAT FAIRPLAY,
Off Caseyville, October 22, 1862.

SIR: You will proceed on board the U. S. gunboat *Brilliant* and report to First Master Commanding [C. G.] Perkins for a passage to Smithland. At that place you will go on board the *Duke* and take charge of all the prisoners put on board of her from the *Brilliant*.

After arriving at Cairo, deliver the prisoners over to Captain Pennock, with a complete list of their names.

Master Commanding Perkins will furnish you with a sufficient force to guard them. You will also take charge of and deliver to Captain Pennock all mail matter stopped at Caseyville.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Second Master JOSEPH C. COYLE,
U. S. Gunboat Fairplay.

Report of Lieutenant-Commander Brown, U. S. Navy, regretting his inability to procure charts of the Ohio River and tributaries.

CINCINNATI, OHIO, *October 22, 1862.*

SIR: In reply to your communication of the 19th instant, directing me to procure charts of the Ohio River and tributaries, I regret to state that none can be found in this city.

The pilots of the *Indianola* endeavored to get them, but failed to do so.

River guides in book form can be procured, but I am told by pilots that they are unreliable.

I am sir, respectfully, your obedient servant,

GEO. BROWN,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Telegram.]

ST. LOUIS, *October 22, 1862.*

I am sending regiments forward to Helena; one leaves here this evening. As far as possible, I hope you will support the transports

when danger of batteries on shore may be threatened. I thank you for prompt response to my former request.

S. R. CURTIS,
Major-General.

Rear-Admiral D. D. PORTER.

Report of Naval Constructor Hartt, U. S. Navy, announcing the departure of the U. S. S. Signal for White River, in obedience to orders.

ST. LOUIS, MO., *October 22, 1862.*

SIR: I have the honor to report the departure of the U. S. S. *Signal* at 7 a. m. from the waters of Carondelet. Her draft of water when leaving was 22 inches aft and 21 inches forward.

Respectfully, your obedient servant,

EDWARD HARTT,
Naval Constructor, U. S. Navy.

Commodore J. B. HULL, U. S. Navy.

Report of Naval Constructor Hartt, U. S. Navy, announcing the departure of the U. S. S. Marmora for White River, in obedience to orders.

ST. LOUIS, MO., *October 22, 1862.*

SIR: I have the honor to report the departure of the U. S. S. *Marmora* at 7 a. m. from the waters of Carondelet. Her draft of water when leaving was 22 inches aft and 21 inches forward.

Respectfully, your obedient servant,

EDWARD HARTT,
Naval Constructor, U. S. Navy.

Commodore J. B. HULL, U. S. Navy.

[Telegram.]

ST. LOUIS, *October 23, 1862.*

The *Marmora* and *Signal* left yesterday morning at 7 o'clock.

O. C. BADGER,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Carondelet, announcing arrival at Helena, Ark.

U. S. GUNBOAT CARONDELET,
Helena, Ark., October 23, 1862.

SIR: I most respectfully report my arrival at this place early this morning, and, agreeable to your orders, I conferred with General Hovey, General Carr, commander-in-chief, being sick. I also con-

sulted with the commanders of the gunboats, mortars, and pilots, and find that it is impossible to ascend the White River at present with any of our gunboats, and that there are no boats here light enough for that purpose. General Hovey has received a telegram from General Curtis, advising him to be prepared for an attack at any moment by a large rebel army, and to concentrate all the force at command to repel it. These considerations have induced me to remain here for a few days at least.

I captured, or received on board, one contraband only, and he is worthless, I believe. I saw several bales of cotton at the foot of Island No. 35 and several hogsheads of tobacco at Obion Bend [Needham's Cut-off, Obion River ?], above Fort Pillow, and I requested Captain Winslow, at Memphis, to have them called for by the packets.

Provisions and clothing are very much needed here. There are only about 3,000 bushels of coal here. There is a barge of coal at Memphis and half a barge load at Fort Pillow belonging to us. There is, however, a large quantity belonging to coal dealers at Memphis. The ice boat here is in a sinking condition, and the *Champion* is alongside of her, pumping and burning fuel. We shall soon be without coal if the squadron is required to keep up steam constantly. The gunboats and mortar boats are in position and ready for immediate action.

I am, sir, very respectfully, your obedient servant,

H. WATKES,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron, Cairo, Ill.

[Telegram.]

ST. LOUIS, *October 23, 1862.*

One boat left here last night; another leaves to-night; others are expected to follow. If you have spare Parrott or other light guns to put on deck of convoy, it would be a great protection.

S. R. CURTIS,
Major-General.

Rear-Admiral D. D. PORTER.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the distribution of the squadron.

No. 28.]

CAIRO, *October 23, 1862.*

SIR: Agreeable to the order of the Department, I have the honor to make the semimonthly report of the disposition of this squadron.

The *Lexington*, Lieutenant-Commander J. W. Shirk, I have sent to Commerce to enquire into depredations committed by guerrillas on the inhabitants.

The *Robb*, *Fairplay*, *Brilliant*, *St. Clair*, and *General Pillow*, under Lieutenant-Commander Le Roy Fitch, have been dispatched up the Ohio to enquire into the robbery of the *Hazel Dell* at Caseyville, with orders to assess the rebel inhabitants to the amount of \$40,000, and take such other measures as will put a stop to depreda-

tions. After they perform that duty, they will ascend the Tennessee and Cumberland rivers, to protect loyal inhabitants, etc.

I have ordered the *Carondelet*, Captain Henry Walke, to proceed to Helena and take command of the vessels there, to cover the town against an apprehended attack, after which he is to proceed to White River and endeavor to get up as far as St. Charles with some light-draft vessel, and endeavor to cut off the enemy's retreat (those who are threatening Helena). General Curtis is sending troops there to clear them off.

The *Cincinnati* is undergoing repairs at this place, and the *Eastport* is on her way up here for the same purpose. The *Louisville*, *Benton*, *Cairo*, and *General Bragg* are ordered to remain for the present at Helena; the *Baron De Kalb* to remain at Memphis, and the *Pittsburg* has been ordered to Island No. 21, to put down guerrillas.

The *Tyler* has been sent to Vicksburg to convoy prisoners, and will return to this place, after which she will be appointed as a convoy to go up and down the river constantly between this and Memphis, in which duty she will be assisted by the *Conestoga*.

The *Little Rebel* was sent yesterday to cover Bird's Point against an apprehended attack of guerrillas. We are constantly applied to for this kind of aid, and I find it very difficult to comply in all cases with such demands on the squadron.

The *Red Rover* is being rapidly completed for a hospital ship. The *Sovereign* goes down to-day with clothing and stores for the squadron. I have established a school of drill on board the *Clara Dolsen*.

The *Torrence* has been ordered here for repairs. The *Chillicothe* is at Louisville, not yet completed, but armed and ready to protect that place against invasion. The *Indianola* is also armed and ready to protect Cincinnati; she will be finished in about three weeks.

I have ordered the commanders of the two latter vessels to open rendezvous and ship men for the squadron, using the two vessels as receiving ships.

The transports are below, with the squadron, and are to be kept going up and down the river.

I intend to arm them as fast as they come in and I get the guns, and make every vessel efficient to clear the river or act as convoy.

Three of the tugs are here, and the rest down the river. [I] intend arming each of them with a 12-pounder howitzer, to act as guard boats.

The mortar boats are mostly water-logged; 16 of them are down the river, the rest up here. I am awaiting the answer of the Department to my communication relating to the building of mortar boats before I attempt to do anything with those on hand.

I have sent officers to purchase the boats authorized by the Department, and will get them in commission as soon as possible. They are much wanted. The ironclads are not at all fit for cruising up and down the river. The light-draft boats will be invaluable. The more we have the better.

I have the honor to be, very respectfully, your most obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Brown, U. S. Navy, requesting provision for a naval rendezvous.

CINCINNATI, OHIO, *October 23, 1862.*

SIR: Your communication relative to the enlistment of men has just been received.

I have had several applications from men desiring to ship on board the *Indianola*, but there is no bedding or clothing to supply them with.

Mr. Sebastian has reported for duty at the rendezvous, but I do not see how we can commence operations until some provision is made for clothing, feeding, and securing the recruits.

There has been a great deal of irregularity in shipping the 20 men now on board the *Indianola*, but I will be able to straighten matters [so] that I can make the proper reports to the bureau. It appears to have been the practice to ship all men as seamen, and I doubt if men can be had for less than seamen's wages. As to firemen and coal heavers, I am told that it has been the custom to ship them all as first class, that is, for \$30 per month, regardless of ratings.

I will hunt up a suitable place for a rendezvous, and will be ready to commence shipping as soon as instructions reach me from you.

The *Indianola* is progressing slowly. The plates on the bows have been taken off and bent so as to fit snugly. All rough edges and projections are being chipped off, so I see no necessity for following the suggestions offered by Captain Ammen.

I am, sir, respectfully, your obedient servant,

GEO. BROWN,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Meade, U. S. Navy, commanding U. S. S. Louisville, regarding the impaired condition of that vessel.

U. S. GUNBOAT LOUISVILLE,
Helena, Ark., October 23, 1862.

SIR: Admiral Davis informed me at Memphis, two days before I joined this vessel, that as soon as either of the two ironclads, then repairing at Cairo, returned to Helena, that he should order the *Louisville* to Cairo for necessary repairs.

Her condition had been reported to him by Commander Dove prior to my joining the flotilla, and the report will doubtless be found among your papers.

The *Louisville* is the only one of the entire Gunboat Fleet that has found it unnecessary hitherto to return to Cairo. All repairs have been done on board, but there are many which now require immediate attention, and which can not be done by ourselves, but which can readily be done at Cairo or Mound City before the rise in the rivers requires the vessel's service.

Her stem is badly damaged, caused by a collision some months since. Her escape pipes require immediate attention, and her gun

deck, which has been much cut up by recoil, requires a sheathing of yellow pine or oak.

I mention these facts only, as I presume Admiral Davis gave you full information in regard to the vessel.

Very respectfully, your obedient servant,

RICHARD W. MEADE, Jr.,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Semiofficial letter from the Assistant Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, regarding mortar boats.

NAVY DEPARTMENT, *October 24, 1862.*

DEAR PORTER: I have your several notes. The Secretary is of course inclined to grant everything you ask for, and I see the necessity of so strengthening your hands as to render success beyond a doubt. Before authorizing fifteen mortar boats the Secretary wishes you to look over the ground carefully and see if they can not be dispensed with. All else you ask for has been agreed to. We have not been able to make the appointments yet, because Davis only sent a list of officers with one or two recommendations, so we must send it back to you and ask you to check off the appointments. For instance, he gives us so many first masters, second masters, third masters, and fourth masters. These, of course, are divided by the naval régime into acting volunteer lieutenants, acting masters, and acting ensigns. So with the engineers; no chiefs to be allowed, and as few acting lieutenants as possible. See memorandum to Davis taken out by Paymaster Dunn. We will send the list to you at once and appoint as you check them and drop any you recommend. When the day of examination comes, we must show an economical administration over our West Point friends, which, I have no doubt, will be the case. Winslow is placed on furlough for asking to be relieved on the terms he did. The severe defeat at Corinth must render the opening of the river more practicable and probably desirable to hasten matters for Vicksburg. I do not hear, however, that the army are doing anything. If you are in any condition to go to that point before the time designated, perhaps it would be well to say so officially to the Department, so we can be right in the record with Halleck, who remarked that the navy would not be ready to move before February on account of the water. The opening of that river as early as possible is the imperative act to be considered above even the capture of Charleston. Please return the list as early as possible, and say when the appointments shall date, as some of them will be reduced in pay. I notice the first assistant engineer in tugs where we have seconds. Our highest is first in charge of the largest ships; seconds take all others.

We are pushing the ironclads, and I have no doubt but what you will see some of the new monitors ascending the Mississippi to meet you in February.

Very truly, yours,
Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

G. V. Fox.

Order of the Secretary of the Navy to Commodore Hull, U. S. Navy, to consult with the commanding officer of the squadron regarding fittings of ironclads.

NAVY DEPARTMENT, October 24, 1862.

SIR: It is desirable that the commander of the Mississippi Squadron should be consulted with in regard to the final fittings and arrangements of the ironclad boats to be turned over to him.

I am, respectfully, your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

Commodore J. B. HULL, U. S. Navy,
St. Louis, Mo.

Order of the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, regarding the purchase of steamers and change of names of tugs.

NAVY DEPARTMENT, October 24, 1862.

SIR: Your letter of the 13th instant, asking authority to purchase 10 more of the same kind of steamers purchased by Mr. Hartt, was received.

Mr. Hartt purchased 4, and the Bureau of Construction has directed you to purchase 6 others. If you consider them indispensable, you may purchase 4 more, making 14 in all.

The names suggested in your No. 11 for the tugs are approved, except two, viz: The *Sampson* will be called the *Pansy* and the *Firefly* the *Dahlia*, as we already have a *Magnolia* and a *Shamrock* in the service.

Change the name of the transport *De Soto* to *General Lyon*.

I am, respectfully, your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, commanding U. S. S. Carondelet, regarding distribution of fresh provisions.

CAIRO, October 24, 1862.

SIR: I am trying to make arrangements by which fresh provisions shall be sent regularly to the squadron, and am purchasing barges appropriate for this object. In the meantime I shall have, as opportunity may offer, potatoes and onions in barrels directed to be delivered to your care at Helena, and you will please have them served at least three times a week. If there should be more than is required for the vessels at that place, will you please see that the steamers of the squadron are supplied as they come your way? And I think you had better get a storehouse on shore in which to store any surplus vegetables. The vessels will then be able to supply themselves at the different points on the river as they pass up and down.

I want the vessels of the squadron to move about more than they have done heretofore, and whenever you can do so steam between your present position and Memphis and back again, affording protection to any boats coming down or going up and preventing anyone landing at places not occupied by United States troops. Exercise your discretion in matters relating to the public service.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WALKE, U. S. Navy,

Commanding Carondelet, Helena, Ark.

[Telegram.]

INDIANAPOLIS, October 24, 1862.

Morgan is said to be marching toward Evansville. Can not you order your boats to patrol between Scuffletown Bar and Evansville?

O. P. MORTON,

Governor, Indiana.

Captain PENNOCK,

Commanding Fleet.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Colonel Ellet, commanding Ram Fleet, looking to a combined naval organization.

CAIRO, October 25, 1862.

COLONEL: In a few weeks now the Yazoo will be open, and I hear that the rebels have fitted out some new rams. I can only suggest to you that it would be well to have your vessels ready to meet any emergency in case the rams get out, or your vessels are turned over to the Navy. I shall start them off as soon as I get them, if they are turned over to me.

You see the importance of having one organization here. I have urged the Navy Department very strongly to take these vessels according to the law, for with them now I could feel secure about rams below. Our old turtles are only fit to lie still and fire away at a fort; they take two steamers to move them about.

I am urging the Naval Brigade very strongly and hope to see you at the head of it.

Yours, very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Colonel ELLET, U. S. Army,

Commanding Ram Fleet.

Order of the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, transmitting list of officers for designation as to appointments.

NAVY DEPARTMENT, October 25, 1862.

SIR: Enclosed herewith is a tabular list of the volunteer officers of the Mississippi Squadron made from lists of vessels received at

the Department. In the margin left for that purpose opposite each name you will be pleased to designate which of the officers are competent to be retained in the service and which of the masters are to be promoted to acting volunteer lieutenant, which to be appointed acting master and which acting ensign. Those on the list of chief and first assistant engineers who are competent will be appointed acting first assistants; the second and third assistants will receive the same rank in the Navy, as will also such of the masters' mates as you may designate to be retained.

For your guidance in preparing this list you are referred to the Department's memorandum of the 19th ultimo.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Fitch, U. S. Navy, making suggestion regarding the distribution of mail and telegraphic communications.

U. S. GUNBOAT FAIRPLAY,
Off Evansville, Ind., October 24, 1862.

SIR: I have the honor to acknowledge the receipt of your General Order No. 3.

As this is the most central point on the river between Louisville and Smithland, as regards mail and telegraphic communication with Cairo, I would respectfully suggest that dispatches for this portion of the flotilla be sent to this place.

Stores or articles for any of the boats of this flotilla can be sent by either of the packets *May Duke* or *Nashville*.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Naval Forces, Western Waters.

[Telegram.]

EVANSVILLE, *October 25, 1862.*

Have received your dispatch. Can not get above Three-mile Island with the gunboats; only 24 inches on the bar; will arm and send one or two light steamers. Requisition for provisions went on *Nashville*.

LE ROY FITCH,
Lieutenant-Commander, Commanding.

Acting Rear-Admiral D. D. PORTER.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Carondelet, regarding orders issued to the U. S. S. Judge Torrence.

U. S. GUNBOAT CARONDELET,
Helena, Ark., October 24, 1862.

SIR: In obedience to your instructions I ordered the steamer *Judge Torrence* to proceed to Cairo, accompanied by the gunboat *Cairo* as far as Memphis, with a request to Captain Winslow at that place to have the *Torrence* accompanied by some other steamer having guns on board as a protection on her way from Memphis to Cairo.

The officer, Mr. Wheelock, whom I ordered to take charge of the mortar boats now anchored here in position, has gone to Cairo in the *Judge Torrence*. The distinguishing pennants of this squadron are on board of the *Eastport*, and I may be in need of them.

I am, sir, very respectfully, your obedient servant,

H. WATKINS,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron, Cairo, Ill.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Baron De Kalb, regarding attack by guerrillas upon the town of Hopefield, and their subsequent capture.

U. S. GUNBOAT BARON DE KALB, October 25, 1862.

SIR: A report having reached me yesterday that a small party of guerrillas had entered the town of Hopefield, opposite to this vessel, I dispatched Mr. Medill (carpenter), with 25 men, to capture the party. On gaining the bank by our men, the guerrillas took to flight, when a pursuit followed by such of the men as had procured horses by impressment. The guerrillas were followed up for some 8 or 9 miles, at the end of which they were all captured.

The party consisted of a Captain Russell, Lieutenant Brown, and some seven or eight others. Two of the latter were found in possession of a quantity of goods, which, on investigation, was found to have been smuggled across the river some 10 miles above this vessel and near the place of capture. No injuries from fire resulted to either party. I am sorry, however, to inform you a severe accident occurred to-day, by which the engineer of the tug *Spiteful*, Mr. Joseph Chaplain, received a mortal wound, and the mate, Mr. Archy Palmer, a severe one. Mr. Medill had been ordered to seize a quantity of goods (reported to have been smuggled), the information of the place of concealment he had obtained yesterday. On embarking from Hopefield in the tug, one of the guns went off, the ball passing through the abdomen of Mr. Chaplain and obliquely through the hand of Mr. Palmer.

It affords me great pleasure to state that Mr. Medill exhibited great efficiency in the conduct of the affair.

Very respectfully, your obedient servant,

J. A. WINSLOW,
Captain.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Western Flotilla.

P. S.—Since writing the above, Mr. Chaplain's wound has proved fatal.

Report of Commodore Porter, U. S. Navy, requesting permission to superintend the completion of the U. S. gunboats Fort Henry and Choctaw.

NEW YORK, October 25, 1862.

SIR: I have the honor respectfully to solicit the superintendence of finishing at St. Louis, Mo., the two gunboats, *Fort Henry* and *Choctaw*, designed by myself and built under authority of the War Department.

These vessels, under my supervision, could be made ready for service on the river Mississippi by about the 1st of December, and if it meets the approbation of the honorable the Secretary of the Navy, I would earnestly solicit the command of these two gunboats, with two tugs of light draft for tributary streams, making for the scene of my operation the Mississippi River below Vicksburg and the valley of the Red River.

I would pass the batteries at Vicksburg, being assured of the capability of these boats to resist any fire that could be leveled at them by the enemy, and with this command, I respectfully suggest and would undertake to cooperate effectively from below in any attack that may be made on Vicksburg and to cut off from between that city and Baton Rouge all supplies that now are being so lavishly sent across the river from Texas, west Louisiana, and the region of the Red River to the enemy east of the Mississippi.

Very respectfully, your obedient servant,

W. D. PORTER,
Commodore, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Badger, U. S. Navy, assistant inspector of ordnance, regarding powder.

ST. LOUIS, MO., October 25, 1862.

SIR: I telegraphed you to-day that your powder (800 barrels) would be received and stored in the army magazine near Jefferson barracks.

The boat can land it on the bank near the magazine.

The officer who comes up in charge should communicate with me or with Colonel Callender at the arsenal.

I am, very respectfully, etc.,

O. C. BADGER,
Lieutenant-Commander, U. S. Navy,
Assistant Inspector Ordnance.

Rear-Admiral D. D. PORTER, etc.

Report of Lieutenant-Commander Walker, U. S. Navy, commanding U. S. S. Chillicothe, describing the condition of that vessel.

U. S. S. CHILlicothe,
Jeffersonville, Ind., October 25, 1862.

SIR: In obedience to your order of the 20th, I took command of this vessel on the morning of the 22d.

I found the contractor at work on board putting a light hurricane deck over her and filling in her gun ports, 9 inches on each side and 9 inches at the bottom.

Her ports had been already cut out on the upper side 5 inches, so that about the ports both wood and iron is patched a good deal and therefore deficient in strength. This will, however, be protected in a measure by the port shutters when in place. When underway she worked enough to open a seam a half inch or more all the way across the deck over the engines. The contractor is now trying to strengthen her by iron straps fore and aft under the deck and bolted through it. She is a scow, without knees or anything to strengthen her and, I think, very weak. She leaks forward when underway about the plating bolts, and her deck leaks very badly.

The quarters for officers and men are small, badly ventilated, and extremely uncomfortable. Houses could be built on deck at very small expense, which would do much for the health and comfort of the officers of the vessel.

The wheel is in the gun tower, between the two forward ports, and very much in the way of the guns in action, while the pilots can only see ahead, which, in the river, I take it, is a grave objection to its present position. A pilot house should be built abaft and joining the gun tower high enough to look over the top of the tower, with look-out holes in all directions.

The pilots tell me that she can not be taken through the Louisville Canal, and that it will require a rise of 6 feet to take her over the falls.

I do not know the number of men or what petty officers' rates are allowed to this vessel. If you will send me the allowance, you will much oblige me. I judge that it will be at least two weeks before the contractor will have completed his work.

I am, sir, very respectfully, etc.,

JOHN G. WALKER,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the need of men for the squadron.

No. 33.]

CAIRO, ILL., October 26, 1862.

SIR: We will want more men soon to fill up the vacancies caused by 400 sick, who will never be fit for service again. I have commenced substituting contrabands for firemen and coal heavers, reducing the expenses in that way. I have so far only obtained forty, but have sent down the river to get enough for all the vessels here, and have ordered all commanders to use them hereafter in place of white men. I have also distributed the mortar men among the different vessels, thus keeping up a partial supply. I have also opened a rendezvous in Louisville, St. Louis, and Cincinnati; but have not, as yet, secured any men. We will want about 1,000 men to fill up the vessels fitting out, and fill vacancies; and I beg leave to recommend that a rendez-

vous be opened at Chicago for the squadron. I have no one to spare to send there, or would do so. The Lake business will begin to close very soon, and seamen can be obtained there, while here the river business is rapidly increasing and there is a great demand for men in river steamers. If the Department would send me a marine officer to open recruiting offices along the river, I think I could soon enlist a number of marines.

I have the honor to be, with great respect, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, regarding coal for Memphis and Helena.

CAIRO, October 26, 1862.

SIR: I want the coal I am sending down to Helena and Memphis taken out of the barges and placed on shore in a good position for coaling. Employ contrabands for this work, and let the barges be sent up again by the first opportunity. Have the coal piles under cover of the guns.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain H. WALKE, U. S. Navy,

Or Commanding Officer at Helena, Ark.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, for the protection of Island No. 10, New Madrid, and Fort Pillow.

CAIRO, October 26, 1862.

SIR: Let one steamer cruise between Island No. 10 and New Madrid. One gunboat is enough at Helena just now. Let the *Benton* take a good berth where she can command the height, and then you will be able to send one of the others to Island No. 10 and New Madrid.

Fort Pillow, Island No. 10, and New Madrid must be always protected by a gunboat, and any attempt on the part of the rebels to mount a gun or occupy the place be put a stop to.

For the present, report to me the vessel that goes to Island No. 10.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain H. WALKE, U. S. Navy,

Or Commanding Officer at Helena, Ark.

Special order of Brigadier-General Hovey, U. S. Army, detailing officers and men for signal service.

SPECIAL ORDER } HEADQUARTERS FOURTH DIVISION, A. S. W.,
No. 34. } *Helena, Ark., October 26, 1862.*

II. Captain W. A. Pigman, Corporal S. T. Scott, and Private J. T. Sheridan, of the Forty-sixth Regiment Indiana Volunteers; Lieutenant T. C. Withers and Privates James Welsch and E. H. Traylor, of the Twenty-fourth Regiment Indiana Volunteers, are hereby detailed for the signal service. They will report for duty to Captain Walke, commanding gunboat *Carondelet*, for duty immediately.

By order of Alvin P. Hovey, brigadier-general, commanding Fourth Division:

JNO. E. PHILLIPS,
Assistant Adjutant-General.

Captain WALKE,
Gunboat Carondelet.

Report of Captain Walke, U. S. Navy, regarding orders given to the U. S. steamers William H. Brown and Sovereign.

U. S. GUNBOAT CARONDELET,
Off Helena, October 27, 1862.

SIR: Agreeable to your instructions, I have ordered the steamers *Brown* and *Sovereign* to accompany the *Louisville* up the river for the purpose of towing that vessel and also of landing under her protection for any contrabands or produce which may be found, and more particularly for a quantity of cotton below Island No. 35 and at Obion Bend, where we saw a quantity of tobacco and a few bales of cotton on our way down. I requested Captains Winslow and Hoel to have the latter taken up to Cairo; but as I am informed that the tobacco was there day before yesterday I have given the above orders.

I am very much in need of an assistant surgeon, as two out of the four down here are sick.

I have ordered the tug *Terror* to be towed to Cairo for repairs, as I am informed that orders to that effect were sent here some time since.

I am, sir, very respectfully, your obedient servant,

H. WALKE,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, etc.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding measures of retaliation against guerrillas.

No. 37.]

CAIRO, October 27, 1862.

SIR: When I took command here the guerrillas were very troublesome and were firing on unarmed vessels from the river banks and at

places not occupied by United States troops, when the steamers stopped and allowed themselves (I think) to be robbed.

The war would never end in this way, for I am convinced that large quantities of goods were intentionally landed for the use of the rebels and shipped from St. Louis. In consequence, I issued stringent orders placing all points under blockade not occupied by United States troops or covered by a gunboat, and have ordered our vessels to capture all steamers landing at places not authorized by the collectors or surveyors of ports.

I have also instructed retaliating measures, which, I think, will stop guerrilla warfare. Agreeable to these orders, Lieutenant-Commander Fitch, with four light-draft gunboats, landed at Caseyville, on the Ohio River, under cover of night and captured 33 rebel sympathizers and guerrillas, who were supposed to be engaged in the robbery of the *Hazel Dell*. I ordered him to assess their property to ten times the amount plundered from the *Hazel Dell*, which he is now doing. The prisoners are in close confinement.

On the 25th of this month Captain Winslow, of the *Baron De Kalb*, landed 25 men under charge of Carpenter Medill, who gave chase to a guerrilla party that had been committing depredations in the town of Hopefield. The party from the *Baron De Kalb* pressed horses into service, and after a running fight of 9 miles succeeded in capturing all the guerrilla party, consisting of one Captain Russell, Lieutenant Brown, and 8 men, all of whom I ordered not to be treated as prisoners of war.

I regret to say that on the return of the party to the tug *Spiteful*, Mr. Joseph Chaplain, the engineer, received a mortal wound by the accidental discharge of a gun, and the mate, Mr. A. Palmer, a severe one, the ball passing through the abdomen of Mr. Chaplain and through the hand of Mr. Palmer.

In consequence of outrages committed on the steamer *Gladiator*, in which some passengers were killed, Lieutenant-Commander Richard W. Meade, jr., of the *Louisville*, in company with a detachment of 300 soldiers of the Eleventh Indiana, Lieutenant-Colonel Barter, started in pursuit, but the rebels had, as usual, fled. Lieutenant-Commander Meade reports:

Discovering that the guerrillas had been at the landing last night, a force was landed from this vessel; the inhabitants of the place were given half an hour to remove necessary articles from the houses, when buildings and fields were laid in ashes.

Hamblin's, 2 miles below, was served in the same way, the guerrillas having quartered there three nights since.

This is the only way of putting a stop to guerrilla warfare, and though the method is stringent, officers are instructed to put it down at all hazards. If we ever do succeed in getting a naval brigade, the guerrillas will have no rest.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Commodore Hull, U. S. Navy, to Lieutenant-Commander Badger, U. S. Navy, to proceed to New Albany on special duty in relation to the U. S. S. Tuscumbia.

ST. LOUIS, MO., October 27, 1862.

SIR: Proceed to New Albany for the purpose of placing the pivot centers, circles, etc., for the gunboat *Tuscumbia*. After having performed that duty, you will return to St. Louis.

I am, respectfully,

J. B. HULL,
Commodore, Superintending.

Lieutenant-Commander O. C. BADGER, U. S. Navy,
St. Louis.

Report of Commodore Hull, U. S. Navy, regarding condition of vessels under construction at St. Louis.

ST. LOUIS, MO., October 27, 1862.

SIR: During the last week the work on some of the boats at this place has progressed more rapidly. On the *Osage* 55 of the deck beams are in their places, the flooring for the cabin and other apartments is nearly all laid, and the engine frames are far advanced.

On the *Neosho* 26 beams are in their places; working on the flooring and inside work generally, and the boilers have been put inboard.

On the *Winnebago* all the square frames are up and side plating on; at work on the bow and riveting the sides; the boilers are inside.

On the *Milwaukee*, fitting the square frames, and two strakes of side plates are on for about 75 feet; work slow for want of iron.

On the *Chickasaw*, fitting the knuckle sheets.

On the *Ozark*, planking the stern around the skags; preparing to receive the turret machinery; painting and smoothing the deck.

Chillicothe, the contractor is putting on a light hurricane deck; will soon be done.

Indianola, at work on the plating of the sides and casemates; putting up pilot house and light rooms on deck, and light upper deck.

Tuscumbia, at work on the bevel timbers on the sides, the inside flooring, etc.

On the *Marietta* and *Sandusky* the bottom plating is nearly completed to the turn of the bilge; at work calking, punching plates, drilling the floors, etc.

I have received a letter from the contractor, Mr. Eads, explaining the causes of difficulty and delay in getting the iron for the gunboats, owing to the danger of sending it by the river, from the parties of guerrillas on the Kentucky shore, and the loss of time of the workmen in preparations to protect the mills, and causes incident to the disturbed state of the country.

I am, with great respect, your obedient servant,

J. B. HULL,
Commodore, Superintending.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of First Master Hurd, U. S. Navy, commanding U. S. S. St. Clair, regarding lack of stores on that vessel and consequent sickness.

U. S. GUNBOAT ST. CLAIR,
Ohio River, October 27, 1862.

SIR: Your General Orders Nos. 1, 2, 3, 4, 5, 6, and 7 are received and will be observed.

My post-office address is Evansville, Ind. My officers and men are suffering and liable to sickness for the want of stores. My surgeon is quite sick and I have six men on the sick list. I am now conveying the steamer *Nashville* from Evansville down as far as Smithland, Ky.

It affords a good opportunity to catch guerrillas along the shores, but the river is so low it is quite difficult to navigate. I shall forward requisitions the first of November for such as are indispensable for health and comfort and the benefit of the service only. I am much in need of some joiner work, but have not the lumber suitable, and my carpenter's mate has been sick most of the time since he came on board this vessel.

Please permit me to refer to Commander and Fleet Captain A. M. Pennock and Captains Phelps and Shirk, U. S. Navy. If you desire any voucher from myself, I would cheerfully refer you to Captain R. N. Stembel, if you could see him.

I am, very respectfully, your obedient servant,

J. S. HURD,
First Master, Commanding U. S. Gunboat St. Clair.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant Prichett, U. S. Navy, commanding U. S. S. Tyler, forwarding lists of cannon and of officers on that vessel.

U. S. GUNBOAT TYLER,
Cairo, Ill., October 27, 1862.

SIR: Enclosed is a list of cannon mounted on board this vessel for the information of the Bureau of Ordnance; also a list of the officers attached to this vessel.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Notice of Acting Rear-Admiral Porter, U. S. Navy, to masters of steamers plying between Memphis and Cairo.

CAIRO, October 28, 1862.

Gunboats will leave Cairo three times a week at least, and also leave Memphis for Cairo in the same way. All masters of steamers can have protection up and down river by applying to the commanding officers at Memphis, Cairo, and Helena.

The convoys will hoist a white flag with blue cross and fire a gun three hours before starting. Any masters of steamboats who wish to load with cotton on the way up will be protected by the convoy vessel while so doing by giving notice in time or before sailing to the naval officer in command of the convoy.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Extract from instructions of the Secretary of the Navy regarding enlistments.

CAIRO, October 28, 1862.

Extract from the instructions of Hon. Gideon Welles, Secretary of the Navy:

Whenever report is made to the Department of any of the crew by name be careful to give the time and place of enlistment.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Cairo, of arrival at Memphis from Helena, Ark.

U. S. GUNBOAT CAIRO,
Off Memphis, October 28, 1862.

SIR: I have the honor to report that I arrived at this port from Helena on Sunday.

Captain Winslow left yesterday in the *Baron De Kalb* with instructions for me to remain here till I received further orders from you.

Some four weeks since I sent to Cairo requisitions for new fire linings and 20 grate bars. These can not be procured at this place and are absolutely necessary. All the other repairs on the machinery are rapidly progressing.

In respect to the requisition for anchors and chains lately forwarded, I have the honor to state that but one anchor and no chain has been lost since you have assumed command. This occurred but a short time previous to my sending the requisition from a defect in the shank, the anchor breaking in two from a moderate strain.

I remain, sir, very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Captain Walke, U. S. Navy, requesting instructions in regard to Confederate flags of truce.

U. S. GUNBOAT CARONDELET,
Off Helena, Ark., October 29, 1862.

SIR: Yesterday evening a rebel steamer came within our lines, bearing a flag of truce. I fired a shot across her bows and dispatched

a tug to ascertain the nature of her mission, and warn her not to proceed any farther up the river, as she was then within our lines. On the tug's return I found that the rebel steamer came up with exchanged prisoners.

This morning I saw her lying at the bank, where I had ordered her to remain. She remained there all night. About 9 o'clock this morning she started up the river. I immediately dispatched an officer on shore to the commanding general, requesting to know if he had given the rebel steamer permission to proceed up the river. He answered that he had ordered her up, as he had business with her.

As this is entirely at variance with the terms of our cartel, I consider it my duty to make it known to you and ask your instruction in similar cases.

I am, sir, very respectfully, your obedient servant,

H. WALKER,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander McGunnegle, U. S. Navy, regarding affairs at St. Louis.

OFFICE OF GUNBOAT FLOTILLA,
St. Louis, October 29, 1862.

SIR: I have the honor to acknowledge the receipt of your communications and telegram.

I called upon the officer appointed in the custom-house by Major-General Curtis, whose duty it is to give permits for all merchandise shipped from this city. He informed me that he had detectives constantly on the alert and an officer on board of each boat, to see that no contraband articles are disposed of. If you can find out about what time the boat, with her name concealed, passed Cairo, I think I can find out the boat.

Major [Robert] Allen informs me he has been notified that \$100,000 will be furnished him for the building of the boats. So far there has been no delay in the work for the want of funds. The mechanics, although not having been paid for several weeks, continue to work on, and am pleased to state that they are making rapid headway toward completion.

The steamer *Kentucky* was turned over a few days ago to the U. S. marshal by authority of Captain Wise. She is now advertised for sale. The district attorney tells me that if she be sold, and the United States buy her in, her legal right will be unquestioned; but should we take her and not go through with the legal forms, the right to her by the United States can at any time be disputed. I have taken charge of her, and await your orders. The *Kentucky* is very much out of repair. I think it would cost at least \$500 to make her comfortable for a receiving ship. I opened a rendezvous some ten days ago, advertised for recruits in the principal papers of the city, had hand bills posted, and up to this time I have shipped but three men. I am therefore inclined to think there are but few men to be had here.

When this flotilla was under the Army, all that were shipped out here were shipped as seamen. Shall I continue to do the same?

I am on the lookout for an old boat suitable to be converted into a receiving ship, agreeable to your order of the 27th instant; but would respectfully suggest that the ram *Sampson*, now here, could be made, at a very moderate expense, a comfortable abode.

It will afford me infinite pleasure to often communicate to you the progress of work and all other matters appertaining to the success of the flotilla.

I am, very respectfully, your obedient servant,

W. MCGUNNEGLE,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Flotilla, Cairo, Ill.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the impaired condition of the U. S. S. Eastport.

No. 40.]

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., October 29, 1862.

SIR: The *Eastport* has arrived here and, after a careful examination of her, I find that her bottom has given way 15 feet in one place and the keel is arching up close to the under part of the boilers, the ship having, I suppose, hung on a sand lump, which in this river is almost as hard as rock. We will lose her services entirely for a while—at least until the river rises and she can go on the ways. In the meantime I can use her for a receiving ship and send her crew to other vessels in want of men.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

General order of Acting Rear-Admiral Porter, U. S. Navy, regarding regulation forbidding correspondence with the press.

GENERAL ORDER }
No. 11. }

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., October 29, 1862.

The regulations of the Navy Department forbid any officer "corresponding with the newspaper press or communicating to anyone the movements of a squadron." All persons under my command are enjoined to conform strictly to this order. It will be my duty (and I will perform it) to detach any officer for a violation of this regulation. The commander-in-chief is the person to communicate what it may be proper for the public to know, and it will be done in official form. Writing for the press is not the right kind of employment for an officer of the Navy. In this way injustice is done to other officers,

and improper comments are made on the movements or acts of commanders of expeditions.

I shall treat a disobedience of the order (forbidding this kind of correspondence) as I would any other violation of the law. Commanders are instructed to make this order known to their officers, and report to me any violation of it.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, announcing the readiness of the navy to operate against Vicksburg.

No. 41.]

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., October 29, 1862.

SIR: Thinking perhaps General Halleck might be under the impression that the navy would not be ready to operate against Vicksburg until February, I beg leave to inform you that I am quite ready to move at any moment. We have been working night and day since I have been here, anticipating an early movement.

The departments are all organized and working well, and I will be able to leave here with the comfort of knowing that everything will be supplied to the squadron.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

General order of Acting Rear-Admiral Porter, U. S. Navy, regarding information to be reported by officers of divisions.

GENERAL ORDER }
No. 13.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., October 31, 1862.

Officers in command of divisions will communicate to me in a concise manner all information relating to the hydrography of the river on which they may be employed, making a tabular form of the returns about the number of inhabitants, disposition of the people, etc.

The object is to enable me to know where and when to operate to advantage with the light-draft steamers.

For this reason all important matters should be noted, viz, the state of water between different turns, the accessibility of places, lightest stage of water, the amount of commerce, the facilities for inland attack, the ferries, and all information that may be useful here.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

[Telegram.]

EVANSVILLE, *October 31, 1862.*

(Received Cairo, November 1.)

Your dispatch received. The *Brilliant* started down. Could not get over Henderson Bars, scant 27 inches water. The *St. Clair* is below; can not get back.

LE ROY FITCH.

D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding operations of the vessels of his command in the Ohio River.

U. S. GUNBOAT FAIRPLAY,

Off Evansville, October 31, 1862.

SIR: I have the honor to acknowledge the receipt of your telegram of yesterday, also your communication of the 23d instant.

The *Brilliant* started down to convoy the *Duke* up, but could not get below the bar at Henderson Island; there is scant 27 inches of water on the bar. The *St. Clair* is now below, but will not be able to get back over the bar at Shawneetown. During the present stage of water it will be impossible for the gunboats to get either up or down the river. I have now no communication with either the *St. Clair* or the *General Pillow*, as there is neither mail nor telegraph between here and Shawneetown. As soon as possible I will visit Caseyville and look after confiscated property.

Very respectfully, your obedient servant,

LE ROY FITCH,

Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

Letter from the Chief of Bureau of Equipment and Recruiting to Acting Rear-Admiral Porter, U. S. Navy, acceding to request for sets of signals.

BUREAU OF EQUIPMENT AND RECRUITING,

Washington, D. C., October 31, 1862.

ADMIRAL: Your telegram of the 29th instant to the Bureau of Ordnance, asking for 20 sets of signals for the Western Flotilla, has been referred to this bureau.

The commandant of the navy yard at New York has been directed to furnish them.

Respectfully, your obedient servant,

A. H. FOOTE.

Acting Rear-Admiral D. D. PORTER,

Commanding Western Flotilla, Cairo, Ill.

Order of the Secretary of the Navy, to Acting Rear-Admiral Porter, U. S. Navy, requesting an opinion regarding the transfer of the Ram Fleet.

NAVY DEPARTMENT, *October 31, 1862.*

SIR: Referring to your communication of the 21st instant, No. 20, you will be pleased to inform the Department if you recommend the transfer of the Ram Fleet to your squadron.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Telegram.]

ST. LOUIS, *October 31, 1862.*
(Received Cairo, November 1.)

I can hire a fireproof magazine for \$200 per month that will hold any ammunition that you may wish to send here. It will be guarded. Shall I do it?

O. C. BADGER,
Ordnance Officer.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Testimonial from officers of the U. S. S. Baron De Kalb to their retiring commanding officer, Captain John A. Winslow, U. S. Navy.

U. S. GUNBOAT BARON DE KALB,
October 31, 1862.

SIR: It having come to our knowledge that you are detached from this vessel, and are soon to leave us for your home, we desire that you bear with you this testimonial of the officers with whom you have been associated on board this boat. We feel, indeed, that no greater calamity could have befallen us than to part with you at this time. Your unexampled deportment, your kind and forbearing nature, in connection with your many Christian virtues, has so completely attached us to you that we feel with deep regret the loss we are about to sustain, and our earnest wish is that you may soon again be back with us. In the meantime, while you are far away from us, we would have you bear in mind in your leisure moments that far out in the Southwest is a band of patriots grouped together on board this boat in social conversation which will often be turned to wishing and praying for

your health and happiness. Receive now our farewell, with the hope that our country could appreciate your worth as we know it.

Yours, sincerely and truthfully,

ROBT. G. BALDWIN, *Pilot.*

WM. C. UNDERWOOD, *Pilot.*

JOHN WISE,

Acting Assistant Surgeon.

ALEX. FRAZER,

Third Master.

JOHN W. JOHNSTON,

First Lieutenant.

WM. CARSWELL,

Chief Engineer.

THOMAS F. ACKERMAN,

First Assistant Engineer.

B. SMITH,

Assistant Engineer.

W. WILCOXEN,

Assistant Engineer.

CHAS. S. KENDRICK,

Second Master.

R. C. MCADELE.

WILLIAM A. MANN,

Acting Assistant Paymaster.

Captain JNO. A. WINSLOW,

U. S. Gunboat Baron De Kalb.

Report of Lieutenant-Commander Meade, U. S. Navy, commanding U. S. S. Louisville, regarding the seizure of steamer Evansville, suspected of illicit traffic.

U. S. GUNBOAT LOUISVILLE,
Off Fort Pillow, November 1, 1862.

SIR: In obedience to your order of October 28, I have the honor to inform you that I have proceeded to this place from Helena with all dispatch, and that so soon as I receive coal, shall continue on to my station between New Madrid and Island No. 10.

By your letter of 27th ultimo, I am directed to break up the practice of smuggling along the river, whereby goods are carried into the rebel Confederacy, and to capture and send to you all vessels touching at points not occupied by United States forces, unless said vessels can show good cause for what they do.

About 11 o'clock this morning I discovered the steamer *Evansville*, of Memphis, lying at a point on the Arkansas shore about 2 miles above Island 36, and opposite a village known as Denford's old place.

When first discovered the steamer was apparently unloading something, but as soon as this gunboat hove in plain sight a number of men were seen to run rapidly up the bank to a wood pile and commenced wooding up briskly, although the steamer had an unusually large supply of wood on her guards.

With my port bow gun I brought the steamer to, and examined her papers, which I enclose you.

It will be seen that the *Evansville* had a permit to wood at Island No. 37 and intervening points, whereas I found her 12 miles above her

destination, and in a very suspicious neighborhood, groups of mounted men being seen a short distance above.

This, taken in connection with the embarrassed manner of her master, and his remarks to my executive officer, that I ought to let him go, as he was the one who had given information about some smuggled articles that were seized some time since by United States troops, and that he knew where men were smuggling below, has induced me to send the *Evansville* to Cairo for your decision.

I am convinced that the *Evansville* was engaged in some kind of illicit traffic, both from the position in which I found her, as well as the reputation of her master. Circumstances are against her, though her hold was searched and nothing more suspicious than a barrel of salt found. I regret now that I did not search the buildings on the bank of the river.

The master could give no good excuse for the position he was found in, and acknowledged that he was wrong in going beyond the limits of his permit.

Very respectfully, your obedient servant,

RICHARD W. MEADE, Jr.,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, Cairo, Ill.

*Order of the Secretary of the Navy to Acting Rear-Admiral Porter,
U. S. Navy, regarding enlistments.*

NAVY DEPARTMENT, November 1, 1862.

SIR: Yours of the 26th instant (No. 33) is at hand.

The great demand for men for vessels fitting out at Eastern ports prevents the supply of those you stand in need of. However, the different stations will be written to, and such men as can be spared will be sent you. In the meantime you will use your best endeavors to make the necessary enlistments in the West. You can open a rendezvous at Chicago, but the Department has no officers to send there to superintend it.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

*Order of the Secretary of the Navy to the Commandant of Marine
Corps, regarding request for marine officer for recruiting duty in
Mississippi Squadron.*

NAVY DEPARTMENT, November 1, 1862.

SIR: Under date of October 26, Acting Rear-Admiral Porter, of the Mississippi Squadron, writes as follows:

If the Department would send me a marine officer to open recruiting offices along the river, I think I could soon enlist a number of marines.

Be pleased to give the Department your opinion as to the expediency of complying with the above suggestion.

I am, respectfully, etc.,

Colonel JOHN HARRIS,
Commandant, U. S. Marine Corps.

GIDEON WELLES,
Secretary of Navy.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, to limit the approach of flags of truce to 2 miles from port.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 2, 1862.

SIR: When flags of truce are sent up from Vicksburg you will not allow the vessels carrying them to come within 2 miles of the port. Fire a blank cartridge when the vessel arrives at the proper place for her to stop at. After that, if she proceeds without your authority, fire shot.

Naval authority alone exists on the water, and you maintain it there irrespective of any military authority.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WALKE,

U. S. S. Carondelet, off Helena, Ark.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, restricting the use of coal.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 2, 1862.

SIR: As at present I am sending coal down the river, I can not permit army transports to have any of it. My calculations are based on what we use ourselves, and none that I send down must be loaned for army purposes, either at Memphis or Helena.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WALKE,

U. S. S. Carondelet, off Helena, Ark.

Report of Lieutenant-Commander Fitch, U. S. Navy, regretting his inability to operate against guerrillas on account of low water.

U. S. GUNBOAT FAIR PLAY,
Off Evansville, November 2, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of October 29; also General Orders, Nos. 8 and 9.

During the present stage of water it will be impossible to furnish any more convoys to steamers going up or down the Ohio River. I can only put a howitzer on them, with an officer and men to work it. It is only doing injury to the gunboats to drag them over the sand bars at this stage of water.

The *St. Clair* started down yesterday with the *Marmora No. 2* and the *May Duke*, and to convoy back some hundred and six or eight government horses. I gave instructions for her not to attempt to cross the bar at Shawneetown if there was danger of her grounding. This will be her last trip down till the river rises, unless you direct otherwise.

The guerrillas are now very bad between Wabash Island and Ford's Ferry, below Caseyville. I regret exceedingly that the river is so low as to prevent these boats from running. I might do good work in that neighborhood.

I am now on the track of some persons living in this place who have been engaged to some extent in furnishing ammunition to parties living in and around Uniontown and who are, to my belief, in some way connected with Morgan's or Johnson's guerrillas.

There was a regiment of troops stationed at Shawneetown, and I presume are there yet; but they have done nothing, and I do not think they will. They are certainly very inefficient, when guerillas fire into boats within sight almost of their encampment.

I furnished to-day, with some reluctance, the *Duke* with a gun's crew and gun. Second Master G. J. Groves, of this steamer, goes in charge. Shall I do so in future or not? I will await your instructions.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from the Commandant of Marine Corps to Acting Rear-Admiral Porter, U. S. Navy, acceding to request for a detachment of marines for recruiting duty.

HEADQUARTERS MARINE CORPS,
Washington, November 3, 1862.

SIR: I have received your letter of the 29th ultimo in relation to marines, and, agreeably to your request, I have ordered Captain Kintzing to take charge of 3 subalterns and 75 men and proceed on the 5th instant to Cairo and report himself and command to you.

I will direct him to take a quantity of marine clothing with him, and I will give him authority to enlist men.

I am, very respectfully, yours,

JOHN HARRIS,
Colonel, Commandant.

Acting Rear-Admiral DAVID [D.] PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, to furnish convoy for prisoners.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 4, 1862.

SIR: You will please furnish a convoy from Helena to Vicksburg for the prisoners on board the transport steamer *Maria Denning*.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Captain H. WALKE, U. S. Navy,
Commanding Carondelet, Helena, Ark.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, regarding convoy duty.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 4, 1862.

SIR: You will please detail one vessel to convoy steamers from Helena to Memphis and protect them while they are picking up cotton and tobacco on the way up.

I enclose order relating to convoy. It is a great object to get cotton just now.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WALKE, U. S. Navy,
Commanding Carondelet, Helena, Ark.

Report of Acting Rear-Admiral Porter, U. S. Navy, stating his opinion regarding the transfer of the Ellet Ram Fleet.

No. 54.]

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 5, 1862.

SIR: In answer to your communication of November 1, asking whether I recommend the transfer of the Ram Fleet, I beg leave to say that I recommend it most strongly, provided that it is transferred without any of the personnel. The rams are the best vessels for certain purposes on the river, and there is not one of them that would not be useful to us, one way or another.

If not transferred, the fleet should be broken up as an organization. It should have been turned over, according to the law, long since, but no transfer has been made by the War Department. There is quite a large appropriation connected with the Ram Fleet that could be beneficially used to make some of them most effective vessels.

I propose to select such persons of the fleet as may suit and give them an appointment in the Navy—nothing higher than ensign. I could have had those boats underway doing service by this time, and I hope the Department will have such orders issued, that I may meet with no delay in taking charge of them.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, regarding the preparation for emergency of tugs of the squadron.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 5, 1862.

SIR: It is very desirable to have the tugs in order, so that we can use them when an emergency arises, as may be the case shortly. You will therefore keep as few of them under steam as possible. It will do

the men good to pull in their boats, and let the vessels of the squadron follow that plan as much as possible. Please pass this order.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain H. WATKES, U. S. Navy,
Helena, Ark.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Rear-Admiral Foote, U. S. Navy.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 6, 1862.

MY DEAR ADMIRAL: I have sat down to write to you at least a dozen times since I came here, but have been interrupted. The press just now beats anything you can conceive of, but it is just what I like. We are going now under the naval organization, and it must be much more pleasant than the old system under which you commenced your operations, and I don't think you ever got half the credit you deserved for contending against the difficulties you must have encountered at every step. I am now hard at work fitting out a light-draft semi-ironclad set of steamers, drawing not more than 30 inches when deep, and armed with six and eight 24-pounder Dahlgren howitzers. They are really formidable little craft. Seven of them are in commission and seven more will be ready in three weeks. They will mount in all about 90 guns, are perfectly rifle proof, and the boilers protected against shot or shell from fieldpieces, the only kind of shot they will ever have to encounter. Think how serviceable they would have been to you in the Tennessee and Cumberland rivers. I have one little fellow up the Tennessee, and she has it all her own way.

I am mounting IX-inch on the old Pook vessels, which they stand very well, and the sailors are too glad to get rid of the old 42-pounder rifled guns. They work like Trojans to get them out of the ship. The old *De Kalb* (*née St. Louis*) bears her two X-inch also, and if we can only get a fair chance at something on a level, we will knock some guns over. I don't think, though, that we will have much to do at Vicksburg besides landing the army and putting them to bed every night.

* * * * *

With kindest regards to Mrs. Foote and best wishes for yourself, I remain,

Truly,

D. D. PORTER.

[Rear-Admiral A. H. FOOTE.]

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting proposed complements for the different classes of vessels of his command.

No. 57.]

U. S. MISSISSIPPI SQUADRON,
Cairo, November 6, 1862.

SIR: I have the honor to enclose herewith the proposed complements of the different classes of vessels on this station. I have gone

over the matter very carefully myself and can not see how to dispense with less than the number called for.

I have in this complement made a reduction in the squadron of over 200 seamen and about 260 firemen, using contrabands in the place of the latter. I have allowed nothing over the old complement for the IX-inch and X-inch guns I am now mounting on the iron-clads as fast as they arrive here.

I request that the Department will approve the enclosed, that we may have some fixed system.

An addition will have to be allowed on the *Benton*, which vessel carries 16 guns.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Cairo, regarding the condition of that vessel, and referring to affairs at Memphis.

U. S. GUNBOAT CAIRO,
Off Memphis, November 6, 1862.

SIR: I have the honor to report that the repairs upon the machinery and boilers have been completed, and that they are now in a perfectly efficient condition.

The gun deck is in many places so much worn that the dumb trucks take upon the deck, rendering it difficult to train the guns. We can get plenty of oak plank sawed here of any size, and I shall proceed to replace the defective plank and cover the deck, which is soft pine, with an inch oak sheathing.

I have exercised a vigilant eye on the intercourse between Memphis and the Arkansas shore, compelling all boats to touch here and to be examined before being allowed to cross, and I keep two boats out at night as patrols to prevent smuggling.

Large quantities of goods continue to be landed on the river banks, through the permission of the Board of Trade of Memphis. This is a body appointed by General Sherman, and I would like instructions whether permits signed by them alone are to be allowed to be honored in all cases.

I have consulted with General Sherman as to the proper disposition of the naval forces in the case of an attack.

I would respectfully call your attention to the facilities offered at Memphis for the repair of the gunboats. There is a large foundry that the Government is working, filled with all the appliances of a machine shop, a boiler shop, sawmill, etc. In short, nearly every thing can be done here quite as well as in Cairo.

I remain, sir, respectfully, your obedient servant,

THOMAS O. SELFIDGE,

Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Naval Forces, Mississippi River.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, regarding repairs to the U. S. S. General Bragg.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 7, 1862.

SIR: Whatever repairs the *General Bragg* wants, send her to Memphis and have them done there. Let her relieve Lieutenant-Commander Selfridge, who will, after he puts in his linings, report to you at Helena. There is too little water in the river up here for the *Bragg*. If there is anything she wants that she can not get at Memphis let the commander write to me for them.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Captain H. WALKE, U. S. Navy,
Commanding Carondelet, Helena, Ark.

Letter from the Secretary of War to the Secretary of the Navy, transmitting order of the President.

WAR DEPARTMENT,
Washington City, D. C., November 7, 1862.

SIR: I have the honor to transmit herewith an order by the President in relation to Brigadier-General Ellet.

Your obedient servant,

EDWIN M. STANTON,
Secretary of War.

HON. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

EXECUTIVE MANSION, November 7, 1862.

Ordered, That Brigadier-General Ellet report to Rear-Admiral Porter for instructions, and act under his direction until otherwise ordered by the War Department.

ABRAHAM LINCOLN.

Letter from the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, transmitting copy of order from the President regarding the Ellet Ram Fleet.

NAVY DEPARTMENT, November 7, 1862.

SIR: I herewith transmit a copy of an order of this date, received through the Secretary of War from the President, for Brigadier-General Ellet to report to you for instructions and to act under your direction until otherwise ordered by the War Department.

I am, very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.
Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of the Secretary of War to Brigadier-General Ellet, U. S. Army, to report to Acting Rear-Admiral Porter, U. S. Navy, with his command.

WAR DEPARTMENT,
Washington City, November 8, 1862.

GENERAL: As soon as your brigade is organized and ready for service you will report for orders and duty to Rear-Admiral Porter. The Ram Fleet, when ready for duty, will also be reported to him for orders.

Yours, etc.,

EDWIN M. STANTON.

Brigadier-General ALFRED W. ELLET,
Mississippi Marine Brigade.

Letter from the Assistant Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, regarding order signed in Cabinet meeting relative to the Ellet Ram Fleet.

NAVY DEPARTMENT, November 8, 1862.

DEAR SIR: After long discussions, which culminated in arguments pro and con before the President yesterday in full Cabinet meeting, we beat our friend Edwin M. Stanton, and the order signed by the President placing Brigadier-General Ellet under your orders was signed by the President and a copy forwarded you by yesterday's mail. The proposition is yours, and I presume the War Department will fit it out and act in good faith. I must confess to little confidence even in this arrangement, but as you proposed it we could do no better. If Ellet is the right kind of man all will go well, and if it goes wrong, Stanton will say it arose from placing him under a Navy officer. He says the Western people have no confidence in them, and that they do not know how to get along with river men. Stanton lost his temper, so we beat him. The cool man always wins. Let me impress upon you to be incontrovertibly right in case of a difference with the Army. The President is just and sagacious. Give us success; nothing else wins. We have written to Stanton, asking him to pay off the indebtedness of the Western fleet to your paymasters, who can credit it to the men. We are making all the appointments you suggest—chief engineers and all. The Secretary agrees to your making mortar boats if indispensable, but Stanton says the Army will have Vicksburg before Christmas. I believe we have attended to everything but the wharf boat, which I will try to get, but don't turn over anything you really wish to the army if you ever wish it again.

I enclose a note at the request of Colonel [T. A.] Scott, formerly Assistant Secretary of War.

We ordered Pennock to be commandant of station at Cairo in addition to his present duties, or else he would have been on other duty pay.

Very truly, yours,

G. V. Fox.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Semiofficial letter from Acting Rear-Admiral Porter, U. S. Navy, to the Assistant Secretary of the Navy, regarding the urgent need of money for the squadron.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 8, 1862.

MY DEAR FOX: Money, you know, is the sinews of war. We are at a standstill now for the want of that. Not one cent in the fleet for officer or man. We can not discharge the sick, who are dying for want of proper place to put them. If you will take the matter in hand, we will get the money. Requisitions were sent from Paymaster Dunn two weeks ago.

Yours, very truly,

DAVID D. PORTER.

G. V. Fox, Esq.,
Assistant Secretary Navy.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding storage place for powder.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 8, 1862.

SIR: I have secured a place for powder in St. Louis, and have sent 800 barrels to that place and loaded shell. This relieves us very much. Mr. Badger succeeded in hiring a fireproof building at \$200 for the first month and \$150 after that. This will hold all the powder we have out here, and I have no difficulty now in taking care of what we have in Cairo. I am transferring it all as fast as I can to the steam powder boats *Judge Torrence* and *Great Western*, and although we are still liable to be blown up at any moment, we will lose but little powder if an accident should happen.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain J. A. DAHLGREN, U. S. Navy,
Chief of Bureau of Ordnance, Navy Department,
Washington, D. C.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bache, U. S. Navy, for the fitting of the U. S. S. Cincinnati for sea.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 8, 1862.

SIR: You will take command of the ironclad steamer *Cincinnati* and fit her for sea without delay.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant GEORGE BACHE, U. S. Navy,
Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, for repairs to be made at Memphis.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 8, 1862.

SIR: Any repairs you may have to make, let them be made in Memphis and let the paymaster settle the bills. I will approve them hereafter. Make your ship as efficient as possible, as we may soon expect to move.

You must pay no attention to the board of trade at Memphis, but carry out my orders. As long as the rebels get goods they will carry on the war. It won't do them any harm to put them to all the inconvenience we can. Break up the general traffic on the river banks; examine anything you deem suspicious.

If, in your judgment, there is any article not contraband, you can do as you please in the matter, but contraband includes almost everything.

Make arrangements with some one party in Memphis to repair our vessels as they want it. The *General Bragg* will be there soon to relieve you and repair.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant-Commander THOMAS O. SELFRIDGE, U. S. Navy,
Commanding U. S. S. Cairo, Memphis, Tenn.

Order of Commodore Hull, U. S. Navy, to Lieutenant-Commander Brown, U. S. Navy, for the restriction of information regarding the construction and progress of naval vessels.

ST. LOUIS, MO., November 8, 1862.

SIR: I send you, hereto annexed, a copy of a general order of the Navy Department. The Department further directs that "the correspondents of the press must not be allowed on these vessels (our new ironclad steamers) during their trial trips, nor anyone else who will be likely to communicate information to them. All proper measures must be taken to prevent statements or intelligence concerning the construction and progress of our vessels reaching the newspapers, and through them the enemy."

You will please have the above orders strictly enforced on board the *Indianola*.

You will endeavor to ascertain if the enclosed description of the *Indianola* (published in the Missouri Republican of this date) was written by any person on board, or furnished to any of the Cincinnati papers, as I think it was, and report to me if you can discover the author of it.

Very respectfully,

J. B. HULL,
Commodore.

Lieutenant-Commander GEO. BROWN,
U. S. Gunboat Indianola, Cincinnati.

Report of Lieutenant-Commander Selfridge, U. S. Navy, calling attention to previous statement regarding repairs needed on the U. S. S. Cairo.

U. S. GUNBOAT CAIRO,
Memphis, November 8, 1862.

SIR: In your communication to me of October 30 you would seem to imply that I failed to inform you of the repairs needed by the *Cairo* before I left Helena.

I would respectfully draw your attention to my letter dated October 18, in which I mentioned the principal repairs required. In reply to which (October 21) you directed me to proceed to Memphis and have them completed.

Very respectfully, your obedient servant,

THOMAS O. SELFDRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding the necessity of receiving the families of contrabands.

U. S. GUNBOAT CAIRO,
Memphis, November 8, 1862.

SIR: General Sherman informs me that he can send you the 200 contrabands required, provided you are willing to receive their families with them.

As I am much in doubt whether you wish them as thus encumbered, I shall send up by the *Brown* all the single men I can collect, and await your instructions as to the remainder. The negroes seem very averse to going farther north. I have had an officer out amongst them, endeavoring to recruit, but with poor success.

Very respectfully, your obedient servant,

THOS. O. SELFDRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Carondelet, regarding convoy duty.

U. S. GUNBOAT CARONDELET,
Helena, Ark., November 8, 1862.

SIR: Agreeable to your instructions of the 4th instant, I will convey any vessel or vessels running between Memphis and this place, if there is a sufficient depth of water. I have ordered the gunboat *Mound City* to convoy the *Maria Denning* to Vicksburg and back to this place. There is now barely water enough for our ironclad boats to move up or down the river, especially for the *Bragg* or *Benton*. A few light-draft armed steamers would be very convenient for this service.

I have sent a number of sick men to Cairo, with their accounts. There is still quite a number of officers and men who are very much debilitated by the fever and ague this fall, and I am afraid they will not be fit for duty this winter.

I am, sir, very respectfully, your obedient servant,

H. WALKER,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Selfridge, U. S. Navy, transmitting letter from General Sherman, U. S. Army, responding to a request for contrabands.

U. S. GUNBOAT CAIRO,
Memphis, November 9, 1862.

SIR: I have the honor to enclose a communication from General Sherman in answer to yours.

I sent an officer to headquarters to make some arrangement. It appears that there are few or none that have not families. I have endeavored to recruit among those unemployed by the army, and had picked up some fifteen, who promised to be at our storehouse ashore this morning.

Sending ashore for them to bring them aboard that I might have them to send by the *Brown*, not one could be found. I shall await further instructions in the matter.

Very respectfully, your obedient servant,

THOMAS O. SELFDRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

HEADQUARTERS DISTRICT OF MEMPHIS,
Memphis, November 8, 1862.

SIR: Your letter of November 4 was received last night [torn off] hands of Captain Selfridge. I have this moment sent one of my aids to Captain Selfridge to say that [torn off] he will appoint one of his officers to apply to the engineer officer, Captain [torn off] he will be allowed to select 200 negroes out of the fort gang, provided he will transport to Cairo a due proportion of their families. When negro women and children are left behind they become a fruitful source of trouble, and I can not take care of them. I suppose you can make some rule whereby the negro's wages shall go to the maintenance of his family, and I doubt not General Tuttle will help them to build huts ashore. I have hutted all the negroes employed by the United States and dislike to break them up, but will do anything possible to advance the cause of our country, and more especially to comply with any request made by Admiral Porter.

I am, etc.,

W. T. S[HERMAN].

Admiral D. D. PORTER,
Commanding Naval Forces of the United States, Cairo.

General order of Acting Rear-Admiral Porter, U. S. Navy, regarding prizes.

GENERAL ORDER }
No. 16. }

U. S. MISSISSIPPI SQUADRON,
November 9, 1862.

Commanding officers will make out and forward to the commander-in-chief of the squadron, as soon as possible, prize lists of all prizes or other property heretofore captured by them, the times and places when such captures were made, and a list of all persons on board their vessels at such times.

DAVID D. PORTER,
Acting Rear-Admiral, Comdg. Mississippi Squadron.

Report of Acting Volunteer Lieutenant Hoel, U. S. Navy, announcing his inability to reach Little Obion River, as ordered.

OFF ISLAND No. 26, November 9, 1862.

SIR: I am not able to get the *Pittsburg* over the bar at this place, there being but $5\frac{1}{2}$ feet water over the bar, while this vessel draws $6\frac{1}{2}$ feet; consequently I am not able to follow your instructions in proceeding to the Little Obion River, which is 15 miles above this point. I will drop back to Ashport, 5 miles below, where I shall remain until I receive further instructions from you.

I am, most respectfully, your obedient servant,

W. R. HOEL,

Acting Volunteer Lieutenant, Comdg. Gunboat Pittsburg.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, to assume command of the U. S. S. Chillicothe.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 10, 1862.

SIR: You will proceed without delay to Jeffersonville, Ind., and assume command of the U. S. gunboat *Chillicothe*.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Comdg. Mississippi Squadron.

Lieutenant-Commander J. P. FOSTER, U. S. Navy,
Cairo, Ill.

Report of Acting Master Hentig, U. S. Navy, commanding U. S. S. Conestoga, regarding the detention of that vessel and the U. S. S. Pittsburg by the low water.

U. S. S. CONESTOGA,
Below Island No. 25, November 10, 1862.

SIR: I have the honor to report the situation of my ship, now lying below the bar with only $5\frac{1}{2}$ feet water on it, the ship drawing nearly $6\frac{1}{2}$ feet; we are consequently unable to proceed without lightening the vessel, which I propose to do, unless our pilots (who are now out

sounding) discover some other channel; we have two coal barges in tow, which we can make available for that purpose. Should we not be able to get across the bar, we shall be short of coal, and there is no further supply to be had at Memphis, having taken the last on our way up. The *Pittsburg* lies here in company, being also detained by the low stage of the water. I beg to state that while coming to an anchor on the night of the 8th, during a very dense fog, we were fired into from Island No. 34, fortunately without injury to any of the crew but myself, receiving a slight contusion of the jaw from a spent musket ball. I expect to get over it in a few days; it does not interfere with my duties.

Yours, respectfully,

GEO. HENTIG,
Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, regarding families of contrabands.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 11, 1862.

SIR: You did right in not sending the contrabands with their families. They would be of no use here; only single men are wanted.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieut. Commander THOMAS O. SELFRIDGE, U. S. Navy,
Commanding U. S. S. Cairo, Memphis, Tenn.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, acknowledging error.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 11, 1862.

SIR: Your communication of November 8 has been received. You were right; you did report your vessel. My letter ordering you to Memphis is on file; it was a mistake on my part, not on yours.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieut. Commander THOMAS O. SELFRIDGE, U. S. Navy,
Commanding U. S. S. Cairo, Memphis, Tenn.

Order of Acting Rear-Admiral Porter, U. S. Navy, to First Master Hentig, U. S. Navy, to destroy everything on Island No. 34 except Government property.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 11, 1862.

SIR: Drop down to Island No. 34 and shell it in all directions and land in force and destroy everything on it except Government prop-

erty. Men caught with arms, punish them on the spot; they should receive no terms. If you take any prisoners send them to me in irons; also all the evidence against them.

Search the island thoroughly, and keep your men together. See that this duty is performed to the letter.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

First Master Commanding GEORGE HENTIG, U. S. Navy,
Gunboat Conestoga.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding delay in the receipt of ordnance and equipments.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 11, 1862.

SIR: Your telegram was answered. The 30 IX-inch gun carriages came ten days ago from Portsmouth Navy Yard, but neither guns nor equipments have arrived. The equipments were invoiced in the same bill with the carriages, but we hear nothing of them.

I sent Mr. Sanford to Chicago to look up everything now adrift and try and get the railroads to do better in the future. They promise very fair, but I doubt if they do as they say. There is a good deal of cotton going north and it blocks the road.

Two IX-inch guns leave Pittsburg to-day and 8 some time this week. I have only 1 left on hand, having mounted 3 on the bow of the *Cincinnati*. The 2 X-inch I mounted on the bow of the *Baron De Kalb*, and they work nicely. I would like to have 50 X-inch solid shot for them, there being none here.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain J. A. DAHLGREN, U. S. Navy,
Chief Bureau of Ordnance, Navy Dept., Washington, D. C.

Letter from the special agent of the Treasury Department to Acting Rear-Admiral Porter, U. S. Navy, referring to the order of the latter to the collector of the port at St. Louis.

MEMPHIS, November 11, 1862.

SIR: Enclosed you have copy of Major-General Sherman's order, given with authority delegated by General Grant and assented to by the special agent of the Treasury Department.

Under this order a large number of permits for liquor have been issued by the board of trade of this city and approved by me and are now coming forward.

A copy of your order to the collector of the port of St. Louis, dated November 4, 1862, has been sent to me. If the same is enforced it will seriously interfere not only with the importer, who has complied with the requisitions required of him, but with the orders of the other departments referred to as above.

You will observe that the permits are regularly audited by the board of trade, and granted only to Memphis, and of course can not pass through the lines from this place without special permits from those in authority.

Very respectfully, etc.,

T. H. YEATMAN,
Special Agent, Treasury Department.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo.

N. B.—I have shown your order to General Sherman, and he advises to communicate with you as above.

Order of the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, for the purchase of steamers to keep the river open to Baton Rouge and New Orleans.

NAVY DEPARTMENT, November 12, 1862.

SIR: Dispatches from Rear-Admiral Farragut announce that batteries are erected on the Mississippi River below Red River so as to prevent his blockade of that important stream.

It will therefore devolve upon you to open the Mississippi to Baton Rouge and New Orleans. Light-draft steamers, such as you have been lately authorized to purchase and arm, are required for the rivers emptying into the Gulf of Mexico. You will please purchase from twelve to fifteen such vessels and fit them for the purpose designated, and they will form part of your squadron until required in the Gulf. That they are for any squadron but your own will be known only to yourself.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Kintzing, U. S. Marine Corps, to secure navy prisoners confined in jail at Cairo.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 12, 1862.

SIR: There are some of our men in jail at Cairo by order of the civil authorities. This place is under military law, and it is the duty of the civil authorities to notify me when anyone is detained for any offense. You will send a guard of marines to the place where the men are confined and take possession of them, after which you will bring them to the wharf boat and report to me. The provost-marshal will tell you where the men are confined.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Captain MATTHEW R. KINTZING.

Letter from Major-General Sherman, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding proposed operations against Vicksburg.

HEADQUARTERS DISTRICT OF MEMPHIS,
Memphis, November 12, 1862.

DEAR SIR: Yours of the 7th instant was duly received.

I regret that we can not prevent the erection of a fort at the mouth of Yazoo, as it will force us to fight across the Yazoo above its mouth unless we can land troops on its east bank. Still, as you say, we must fight it out, and we must take the Mississippi and Yazoo this winter. I have been studying the condition of things hence to Grenada. Now the roads are good and practicable, but as soon as rain falls the black alluvion is terrible with heavy trains of wagons. General Grant is at La Grange and Grand Junction, 50 or 53 miles due east of Memphis. The Coldwater and Tallahatchie form the Yazoo, and both must be crossed by us in an advance. The enemy now lies behind the Coldwater, but every indication is that he will fall behind the Tallahatchie, and possibly behind the Yalobusha, near Grenada, before he fights. A demonstration on the Yazoo, opposite the railroad below Grenada, would have a magnificent effect, which I know you are fully aware, and that when you make it, it will be well done. Now, my information is that 11 large, fine steamboats are in the Yazoo below Honey Island; 9 in one group and 2 a little farther down. All there are the large, elegant packets formerly used as the New Orleans, Mobile, and Vicksburg lines—*Magenta, Natchez, General Quitman*, etc. I will send you a full list of their names and location as soon as I can enquire of a person not now present.

A person living on the Yazoo tells me there are 4 feet of water on the bars below Yazoo City, and that several of the smaller Red River packets have been got out and are now running in a regular line from Vicksburg to the mouth of Red River and back, bringing sugar, cattle, and produce from Louisiana. My informant, whose name I withhold for the present, assures me that many planters along Yazoo are tired of war, and are actually praying for the coming of your fleet, but of this I do not profess to have much faith. At the same time it is not impossible, for their deprivation of the usual necessities of families is felt all over the country, and they are getting tired of the burning of their cotton and the consumption of their corn, potatoes, cattle, etc.

My fort here is well constructed, and I have 28 heavy guns well mounted, besides 9 good field batteries; but, as I will soon take the field, I will leave the heavy guns—24-pounders, 32-pounders, and 8-inch columbiads—with a garrison to hold it. I expect to have here some twenty-four regiments of infantry, three or four of cavalry, and about ten batteries of field guns. In going, I would probably leave five regiments of infantry and one field battery.

I hope you are in correspondence with General Grant, and that you will be able to be at the Yazoo by the time he approaches Grenada.
* * * I will in a day or two give you the names of the boats in the Yazoo with a sketch of their positions. We could easily reach them

by a march across from the main river, but I suppose the destruction of this fleet is reserved to you.

I am, with great respect, your obedient servant,
W. T. SHERMAN,
Major-General.

Admiral DAVID D. PORTER,
Commanding United States Naval Forces, Cairo.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, expressing a desire to cooperate in proposed operations against Vicksburg.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 12, 1862.

GENERAL: I am much obliged to you for your kind attention to my letter, but, as we are liable to move at any time, I do not think it advisable to encumber ourselves with the families of contrabands. If at any time hereafter (without inconveniencing yourself) you could send up some of the single negroes, I should be much obliged. I hoped to have had the pleasure of making your acquaintance before this, but have been waiting to see what disposition of troops is to be made, and whether I shall be wanted to operate with General McClermand. Everything looks foggy just now, and it may be that General Grant will have to go on alone. Can you tell me whether you think he (Grant) will attempt to reach Vicksburg alone, or without the aid of gunboats? If he does, he will not act wisely. I wish to cooperate with the army in every way where I can be of service, and if you can get any message to or from General Grant on the subject, and give me an idea of what is going on, I shall be much obliged to you. We have so many reports here that it is difficult to know what to believe. If I was sure that there was any prospect of General Grant moving south, I would also move down the river, ready to be of any service to the army. If you have any hints to give me in relation to the matter, you will much oblige,

Yours, very truly and respectfully,
DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

General W. T. SHERMAN,
*Commanding Headquarters District of Memphis,
Memphis, Tenn.*

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Meade, U. S. Navy, commanding U. S. S. Louisville.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 13, 1862.

SIR: You will proceed with the vessel under your command to this place, moving cautiously.

Very respectfully, your obedient servant,
DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander RICHARD W. MEADE, U. S. Navy,
Commanding Louisville.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding affairs at Memphis.

U. S. GUNBOAT CAIRO,
Memphis, November 13, 1862.

SIR: Your communication of November 8 has been received. There will be no difficulty in making such repairs here as any of our gunboats may require.

Though the *Cairo* is in an efficient condition as to her machinery, I trust you will remember the bad condition of her ammunition, for there is hardly a shell whose fuze would ignite upon the application of a live coal.

There is at present no coal at this place.

I enclose you a certificate of disability of one of the *Cairo's* crew who has been in hospital at Memphis many months, and ask your permission to discharge him.

Very respectfully, your obedient servant,

THOMAS O. SELFIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bache, U. S. Navy, commanding U. S. S. Cincinnati, to proceed to Helena, Ark.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 13, 1862.

SIR: You will get your vessel ready for service without delay and proceed down river to Helena, where you will report to the commanding officer. In going down you will only run in the daytime, cautioning your pilots about sounding before you attempt to cross the different bars in the river. The water is very low now, and if you apprehend any difficulty you will wait at the bars until the water rises. It is very important that your vessel gets down without an accident.

You will not run under high steam, but save your coal and bank your fires while lying at anchor.

Hurry your paymaster in paying off the sick who are to be discharged.

I want you to get away by the 15th if possible, and I will give you further verbal instructions before you go. Let every moment be employed in drilling your officers and men, for you will find them very deficient in knowledge that is required to ensure success. Comply strictly with all general orders and observe carefully the directions of the Department in relation to punishments.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding GEO. [M.] BACHE, U. S. Navy,
Commanding Cincinnati.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Hoel, U. S. Navy, commanding U. S. S. Pittsburg, to proceed to Helena, Ark.

CAIRO, November 13, 1862.

SIR: You will drop down to below the bar at Helena when the water will permit and report yourself to Captain Walke.

Under no circumstances must you cross a bar until the pilot has sounded it and ascertain that there is sufficient water.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant W. R. HOEL,
Commanding Pittsburg.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. Lexington, to protect vessels desiring to obtain cotton.

U. S. MISSISSIPPI SQUADRON,

Cairo, November 14, 1862.

SIR: You will proceed down river and give protection to such vessels as may desire to obtain cotton below Helena. I have placed the *Signal* under your orders, and you will direct the commander which vessels to protect. You are not required to undertake any loading operations. The persons going down must meet the consequences if they have undertaken a thing they can not carry out and get into a scrape in the interior and out of reach of your cannon.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander J. W. SHIRK, U. S. Navy,
Commanding Lexington.

Order of Acting Rear-Admiral Porter, U. S. Navy, to First Master Scott, U. S. Navy, commanding U. S. S. Signal, to cooperate in protection of vessels desiring to secure cotton.

U. S. MISSISSIPPI SQUADRON,

Cairo, November 14, 1862.

SIR: You will get your vessel ready to proceed on service at a moment's notice, and when ready you will report to Lieutenant-Commander Shirk, who will give you your instructions at the proper time. The object in sending you is to cover some vessels that are going after cotton. You will not land your men for any operations unless instructed so to do by Lieutenant-Commander Shirk, and you will take every possible precaution against surprise.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

First Master Commanding JOHN SCOTT, U. S. Navy,
Commanding Signal.

Report of First Master Baldwin, U. S. Navy, commanding U. S. S. Sovereign, regarding collision of that vessel with the U. S. S. Conestoga.

U. S. STORESHIP SOVEREIGN,
Mound City, November 14, 1862.

SIR: In compliance with your order of November 12, instant, I submit the following statement of the cause, time, and place of the accident referred to, together with the names of the pilots and officer of the deck:

We left Cairo on Thursday at 12 o'clock m. October 23, and proceeded down as far as Island No. 4, U. S. gunboat *Conestoga* ahead. Signaled her and came to anchor for the purpose of repairing our boilers; were detained three hours, then got underway and proceeded to Columbus, where we came to anchor for the night. Friday morning, 6 o'clock, weighed anchor and proceeded without detention as far as Island No. 25; there came to anchor for the night. Saturday morning weighed anchor and proceeded to near the foot of said Island No. 25; was there signaled to come to anchor by our convoy, where we lay until the gunboat *Conestoga* (our convoy) assisted the *Eastport* over the bar (the gunboat *Tyler* and dispatch boat *Brown* and tug passed up). After the *Eastport* passed up, we were signaled to get underway, gunboat *Conestoga* ahead. Proceeded over the bar at the foot of said Island No. 25, gunboat still ahead. When a half mile below shoal, between 8 and 9 o'clock, the gunboat struck a reef and, giving no signal to stop, our engines were stopped and reversed strong, the gunboat backing at the same time, which caused her to swing to the port side, and we, attempting to come to her port side, our starboard bow came in collision with her stern, damaging our starboard guard, at the same time damaging her tiller. We were then signaled to come to anchor, and remained until 2 o'clock of said day. Were then signaled to get underway and proceeded down the river, the *Sovereign* ahead, to opposite Ashport; were then signaled to come to anchor on account of snowstorm.

William C. Brown and George W. Sparhawk were the pilots, and Alexander H. [or W.] Rowland the officer of the deck, I being at the time on the hurricane deck.

Had the proper signals been given by our convoy the collision would not have occurred. The following is a copy of the list of signals: "One whistle, get underway. Two, stop. Three, come to anchor. Four, come to assistance."

All of which is respectfully submitted.

Very respectfully, your obedient servant,

THOMAS BALDWIN,
First Master, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Mississippi Squadron, Cairo, Ill.

P. S.—The pilots were both in the pilot house at the time.

T. B.,
First Master, Commanding.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Walker, U. S. Navy, commanding U. S. S. Baron De Kalb.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 14, 1862.

SIR: You will have your vessel ready for service as far as you are concerned by Thursday next. See all requisitions filled. Your painting you will have to do as occasion permits.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JOHN G. WALKER, U. S. Navy,
Commanding Gunboat Baron De Kalb.

Report of Captain Walke, U. S. Navy, regarding measures of protection for navy coal.

U. S. GUNBOAT CARONDELET,
Helena, Ark., November 14, 1862.

SIR: I have recently observed that the troops here do not appear to be sufficiently under control to prevent them from taking our coal, now being piled on shore at Helena, although it is guarded at present. They stripped our ice barge of its lumber in defiance of orders to desist by those who had charge of it, as well as by their own officers, who failed to have it returned when applied to. As the wintry weather will place our coal in still greater jeopardy, I would respectfully suggest that it may be kept in the barges anchored off, if they can be spared, or that the coal may be piled upon the opposite bank of the river.

I am, sir, very respectfully, your obedient servant,

H. WALKER,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Foster, U. S. Navy, regarding the condition of the U. S. S. Chillicothe upon his assuming command.

JEFFERSONVILLE, IND., November 14, 1862.

SIR: In obedience to your order of the 11th instant, I have this day assumed the command of the U. S. gunboat *Chillicothe*. I find that the contractors' work is almost finished and the boat ready to leave at any moment. I have rented a room for a naval rendezvous and will commence shipping men on Monday.

Acting Master Robert K. Riley is not here, nor has he been in command.

Very respectfully, your obedient servant,

JAS. P. FOSTER,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from General Halleck, U. S. Army, to the Assistant Secretary of the Navy, making enquiry regarding time of naval movement against Vicksburg.

WASHINGTON, November 15, 1862.

DEAR SIR: By what day will Rear-Admiral Porter be ready to operate down the river on Vicksburg, and with how many gunboats?

Yours, truly,

H. W. HALLECK,
General-in-Chief.

Assistant Secretary Fox,
Navy Department.

Order of the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, to prepare for cooperation with Major-General McClelland, U. S. Army.

NAVY DEPARTMENT, November 15, 1862.

SIR: The general-in-chief informs the Department that General McClelland will probably be able to move down the Mississippi in about three weeks, and that he will be directed to confer with you in regard to a naval movement in conjunction therewith. You will have ready at the time indicated by General McClelland a sufficient naval force to accompany that officer, and you will cooperate with him to the utmost extent in the important object entrusted to the combined forces destined to open the Mississippi.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, to furnish list of shells required.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 15, 1862.

SIR: Send me a list of the shell you require, caliber, etc., and I will send them. Perhaps you can get them from the *Great Western*.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieut. Commander THOMAS O. SELFRIDGE, U. S. Navy,
Commanding Cairo, Memphis, Tenn.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, regarding coal.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 15, 1862.

SIR: I sent a coal barge to Memphis a short time since with coal for you. I am told that there is only about 300 bushels on the flat. Tell me what has become of it.

Under no circumstances must anyone be allowed to take our coal hereafter excepting our own vessels. What can coal be bought for in Memphis in large quantities?

Your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant-Commander THOMAS O. SELFRIDGE.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to the Treasury agent at Memphis, forwarding copy of general order relating to trade on the river.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 15, 1862.

SIR: I have to acknowledge the receipt of your communication of November 11, and enclose you my general order relating to trade on the river. My orders relate to vessels trading at points not occupied by United States troops or covered by gunboats. The object is to prevent the landing of liquors at other places than those specified in general order of General Sherman.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
T. H. YEATMAN,
Special Agent, Treasury Department, Memphis, Tenn.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Cairo, regarding measures in operation for the restriction of traffic, and seizure of steamer Blue Wing.

[U. S. S.] CAIRO,
Memphis, November 15, 1862.

SIR: In pursuance of your order to break up as far as possible all traffic on the river banks, I have removed all fishing stations above and below for 15 miles, and collected all the skiffs and flatboats to be found.

There is quite an extensive passing over the river from Memphis to the Arkansas shore. I have limited all passers to the bare necessities of life, interdicting salt, coffee, shoes, quinine, or any article that can be of any use to an enemy.

I shall, after Monday next, compel all passers to take the oath of allegiance, excepting such as have military passes.

I trust that these measures will receive your official sanction and that the rebels in Arkansas will soon cease to regard the Mississippi as a source of supplies.

Whilst the navy is doing all in its power to cut off supplies from our enemies, its efforts are in a great measure frustrated whilst goods in the largest quantities are landed at Memphis, Columbus, and other places. I suppose there can not be less than \$100,000 [worth] of goods landed at this point daily. No one would suppose that this large amount can be consumed by the people of Memphis proper.

Whilst doing all in my power to check smuggling, I have given every facility to boats lading with cotton.

A week ago I seized the steamer *Blue Wing*, laden with a large amount of contraband goods for some fourteen different planters above and below Helena.

In this case General Sherman gave a military permit for the boat to proceed.

I permitted the steamer *Catahoula* to proceed to Helena to-day with a cargo of goods for points below that place, leaving it to the discretion of the senior officer there whether she should be allowed to proceed.

I enclose a certificate of disability for Daniel McAllister, which I neglected to forward in a previous letter.

I am, sir, very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of First Master Simonds, U. S. Navy, suggesting improvements in the vessels of the Mortar Fleet.

MORTAR FLEET,

Off Memphis, Tenn., November 15, 1862.

SIR: Being the senior officer of the Mortar Fleet, I would most respectfully call your attention to its condition. The ten boats at this place and the six at Helena are in a very leaky condition; it is with great care and attention that we keep our ammunition fit for use, and the boats are so wet that the men can not live on them. Having spent a large portion of my life as superintendent of machinery, at the time I came into the service of the flotilla I was assigned the duty of taking the mortars off the cars and mounting them on the boats; and having experienced the difficulty and inconvenience of the present boats in towing them into position under the enemy's fire by large boats, the bad effects on the health of the crew quartering on them and their defenseless condition when lying in advance of the gunboats (which we have done at Fort Pillow from 1 to 1½ miles, and on dark, stormy nights entirely out of hearing of musketry), I take the liberty to submit a drawing, with some alterations of the present boats, which would not be expensive and would make good quarters for the crews. They could be handled by a tug and would be capable of self-protection.

I would recommend that the sheet-iron sides be taken entirely off, although I have not so shown it in the drawings. I have also sub-

mitted a drawing of a self-propelling boat which I think could be worked by fifteen or twenty men, and would be capable of doing guard duty instead of a large boat in many places in the river.

Hoping I have not taken too much liberty,

I remain, your humble servant,

G. B. SIMONDS,

First Master, Commanding Mortars off Memphis.

Rear-Admiral DAVID D. PORTER,

Commanding U. S. Naval Forces on Mississippi River.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to the Chief of Bureau of Ordnance, regarding guns required.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 16, 1862.

SIR: In addition to the 90 guns already ordered for the light-draft vessels, there will be required 72 more 24-pound howitzers for 12 more vessels to be fitted here.

If all the howitzers can not be sent to us, please let 24 of the 72 be rifled boat guns, with grapeshot as well as shell.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral,

Commanding Mississippi Squadron.

Captain J. A. DAHLGREN,

Chief Bureau of Ordnance, Washington, D. C.

Letter from Major-General Sherman, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, transmitting map of the Yazoo country, and advocating entire concert of action of all forces.

HEADQUARTERS DISTRICT OF MEMPHIS,
Memphis, November 16, 1862.

SIR: Yours of November 12 is just received, and though very busy receiving and disposing of troops, I hasten to answer as well as to fill my former promise to send you a sketch of the Yazoo country. Enclosed is a map* compiled by my engineers of the best data at hand. I have another map, not well scaled, which makes the mouth of Yazoo somewhat different from the one enclosed—somewhat thus:

Distances from Vicksburg.

	Miles.		Miles.
To mouth of Old River-----	10	Liverpool-----	5
To mouth of Yazoo-----	8	Yazoo City-----	20
Haynes' Bluff-----	15	Honey Island-----	60
Mouth of Little Sunflower-----	15		
Mouth of Big Sunflower-----	16	Total-----	158
Satartia-----	9		

To where bulk of boats are grouped.

Names of boats up Yazoo: *Natchez, Magnolia, E. J. Gay, Mary Keane, R. J. Lockland, Magenta, Ferd. Kennett, Alonzo Child, Pey-*

* Omitted, as unimportant.

tona, Holmes, Argo, Louisville, Samuel Hill, Cotton Plant, Paul Jones, and John Walsh.

I am not sure on this point, as at times I hear of 11, and again some say as many as 40, but all agree as to the large boats, *Natchez, Magnolia, Peytona, Magenta, etc.*

My opinion is that a perfect concert of action should exist between all the forces of the United States operating down the valley; and I apprehend some difficulty may arise from the fact that you control on the river, Curtis on the west bank, and Grant on the east bank. Were either one of you in absolute command, all, of course, would act in concert. Our enemies are now also disconcerted by divided counsels; Van Dorn and Lovell are superior in lineal rank to Pemberton, and yet the latter is in command of the Department of Mississippi and Louisiana.

I think the forces now under Grant are able to handle anything in Mississippi; and our men are now confident and pretty well drilled. We can advance southward, striking Grenada and interposing between Vicksburg and Jackson, but your fleet should be abreast or ahead of the army. You invite these suggestions, and I think General Halleck would order a concert of action any time you are prepared.

The possession of the river, with an army capable of disembarking and striking inland, would have a mighty influence.

I know that the people, though full of Southern ardor, are getting tired of the devastations of war. Our new troops came with ideas of making vigorous war, which means universal destruction, and it requires hard handling to repress excesses.

I take freely of corn, horses, wood, and lumber, brick—everything for the Government, but allow no individual plunder.

I was very anxious to see you before departing for the interior, but now expect soon to be off, acting under Grant, but hope we may meet below. I have admirable maps of Memphis and country round about, of which I could give you copies; but as your operations are by water, these would be of little service.

I am, with great respect, yours,

W. T. SHERMAN,
Major-General, Commanding.

Admiral DAVID D. PORTER,
Commanding United States Naval Forces, Cairo.

Cooperation in attempted army expedition, via White River, against Arkansas Post, November 16–21, 1862.

Letter from Brigadier-General Hovey, U. S. Army, to Captain Walke, U. S. Navy, requesting the services of a gunboat.

HEADQUARTERS ARMY EASTERN ARKANSAS,
Helena, Ark., November 13, 1862.

CAPTAIN: The general commanding directs me to enquire whether you could furnish a gunboat to accompany an expedition to the mouth of White River and run up the river?

I am, very respectfully, your obedient servant,

JOHN E. PHILLIPS,
Assistant Adjutant-General.

Captain H. WALKE,
Commanding Fleet.

Letter from Captain Walke, U. S. Navy, to Brigadier-General Hovey, U. S. Army, responding to request for the services of a gunboat.

U. S. GUNBOAT CARONDELET,
Helena, Ark., November 13, 1862.

SIR: In reply to your enquiry for a gunboat to accompany an expedition to and up the White River, I would respectfully inform the commanding general that the gunboats are at his service for that or any other expedition where they may be of service, although they all draw too much water to go up the White River at present.

I am, sir, very respectfully, your obedient servant,

H. WATKE,
Captain, U. S. Navy.

JOHN E. PHILLIPS,
Asst. Adjt. Gen., Hdqrs. Army of Eastern Arkansas, Helena, Ark.

Letter from Brigadier-General Hovey, U. S. Army, to Captain Walke, U. S. Navy, regarding steamer *Evansville*.

HEADQUARTERS ARMY EAST ARKANSAS,
November, 1862.

CAPTAIN: I have the honor to request that the steamer *Evansville* may be used as a transport for the troops now embarking upon an expedition.

Send an answer when you are in receipt of this, immediately, [to] division quartermaster-in-chief, quartermaster at wharf boat, and you will greatly oblige,

Your most obedient servant, by command of Brigadier-General Hovey,

LOUIS D. HUBBARD,
Acting Assistant Adjutant-General.

[Endorsement.]

Granted in person to the captain and general.

H. WATKE.

Report of Captain Walke, U. S. Navy, commanding U. S. S. *Carondelet*, proposing to go as far up White River as the depth of water will allow.

U. S. GUNBOAT CARONDELET,
Helena, Ark., November 13, 1862.

SIR: The general commanding at Helena enquired of me this morning if I could let a gunboat accompany an expedition up the White River. I informed him that I would do so, and that the gunboats were ready at his service for that or any other expedition where they could participate, but (as I had consulted the pilots) that they drew too much water to ascend the White River at present. So I will go to the mouth of that river, and as far up as possible, with two boats, leaving the *Benton* here, if the general should not give it up between this and the 16th, the day he proposed to start. The Mississippi is

very low and still falling, and the *Bragg* is too deep to go up to Memphis. The *Mound City* and *Maria Denning* have not yet returned.

I am, sir, very respectfully, your obedient servant,

H. WALKE,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from Captain Walke, U. S. Navy, to Brigadier-General Hovey, U. S. Army, expressing readiness for expedition.

U. S. GUNBOAT CARONDELET,
Helena, Ark., November 15, 1862.

SIR: I am ready with a gunboat to accompany the expedition down the river, agreeable to Brigadier-General Hovey's request of this date.

I am sir, very respectfully, your obedient servant,

H. WALKE,
Captain, U. S. Navy.

JNO. E. PHILLIPS,
Captain and Assistant Adjutant-General,
Headquarters, Helena, Ark.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Carondelet, announcing the failure of the expedition.

U. S. GUNBOAT CARONDELET,
Steaming up the Mississippi River, November 19, 1862.

SIR: On the morning of the 16th instant I got underway and accompanied the expedition to White River, which, however, did not succeed on account of the shallowness of the water. Several fruitless attempts were made to capture the enemy's battery, but it was impossible to reach it on account of the low stage of the water. The expedition is now returning, but the commanding general is waiting instructions as to where he shall move next. We are all in good health, and there have been no casualties.

The water is too low between here and Helena for vessels of this class. I respectfully request that a couple of light-draft gunboats may be sent down. The *Mound City* and *Maria Denning* have not yet returned. I am also in need of another ironclad gunboat.

I am, sir, very respectfully, your obedient servant,

H. WALKE,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Carondelet, while waiting above the mouth of White River for further instructions from Brigadier-General Hovey, U. S. Army.

U. S. GUNBOAT CARONDELET,
Mississippi River, November 20, 1862.

SIR: The *Maria Denning* came up with us this morning, having left the *Mound City* at anchor between Napoleon and White River, and I borrowed some coal from the army and sent it to the *Mound City* by the *Maria Denning*. We are now some 10 miles above the mouth of White River. I will send for a barge of coal to be brought down to us from Helena, as General Hovey may need my services for some time.

The *Bragg* could not cross the first bar below Helena, and had to return. I can not inform you what the commanding general intends to do, but I think that our forces are scattered already, and if our gunboats are to stand post on garrison duty, we shall require some more of them.

I am, sir, very respectfully, your obedient servant,

H. WATKES,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Brigadier-General Hovey, U. S. Army.

HDQRS. ARMY OF EASTERN DISTRICT OF ARKANSAS,
Camp at Helena, November 22, 1862.

SIR: I wrote you on the 16th instant that I would make a dash upon the Post of Arkansas. With this view I embarked 6,000 infantry and 2,000 cavalry on steamers. Left Helena and arrived at the mouth of White River on the 19th instant. At that point our fleet anchored, and I sent a cutter with the oldest White River pilot to explore and examine the condition of the channel. After sounding what they regarded the most difficult parts of the river, they reported 5½ feet water on the bar and no difficulty above to the point of disembarkation. Before leaving Helena, scouts, pilots, deserters, and citizens all concurred in representing White River in a good condition, with 6 or 7 feet water in the shoalest parts of the channel. I at once landed my cavalry under Colonel Bussey, Third Iowa Cavalry, on the north side of White River, and directed him to proceed to the ferry near Wild Goose Bayou and opposite to a place known as the Prairie Landing.

We then commenced ascending the White River with our fleet, and after passing all obstructions known to the oldest pilots we encountered a new bar with only 30 inches water in the channel, the river within the last two days having fallen at least 5 feet. As our own boats were drawing 3 to 4 feet we were compelled to change our programme and prepare for a march by land.

Whilst preparing for this movement I received a letter on the 20th instant from Colonel N. P. Chipman, chief of staff, intimating that other movements might require our forces at another point, and

knowing that we could not make the march by land and accomplish our object in less than eight or ten days, I immediately called in our cavalry and turned our fleet toward Helena, where we safely arrived last night without loss or casualty.

I deeply regret that we could not have been permitted to consummate our plans, as I feel confident that we should have captured the Post, with a large number of prisoners and stores.

* * * * *

I have the honor to be, your obedient servant,

ALVIN P. HOVEY,

Brigadier-General, Commanding.

Major H. Z. CURTIS,

Assistant Adjutant-General.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Carondelet, upon return to Helena, Ark.

U. S. GUNBOAT CARONDELET,

Helena, Ark., November 23, 1862.

SIR: We have all returned to Helena except the *Lexington*, which passed us below. Captain Shirk did not require the services of the *Signal*, and, as I needed a tow to stem the current, I brought her with me.

I am, sir, very respectfully, your obedient servant,

H. WATKINS,

Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

[Telegram.]

ABBEVILLE, November 19, 1862.

Dispatch from Friars Point, 16th, states enemy moving down the river. Thirteen transports, one tug, and one gunboat passed at 2 p. m.

EARL VAN DORN,

Major-General.

General PEMBERTON.

[Telegram.]

JACKSON, MISS., November 18, 1862.

A telegram received this morning states:

Twelve transports, with three gunboats loaded with troops, passed Friars Point this evening.

Large numbers of troops are reported to have left Helena by transports, and artillery and cavalry moving down river by land. Have sent courier to General Holmes. Should not General Bragg move directly to threaten the rear of large force in front of us? I should be reinforced at once.

J. C. PEMBERTON.

GEORGE W. RANDOLPH,

Secretary of War, Richmond, Va.

[Telegram.]

ADJUTANT AND INSPECTOR-GENERAL'S OFFICE,
Richmond, November 19, 1862.

General Pemberton telegraphed on the 19th that twelve transports, with three gunboats loaded with troops, passed Friars Point on the 17th, supposed for Vicksburg. Large numbers of troops are reported to have left Helena by transports, and artillery and cavalry moving down the river by land. He asks for reinforcements at once. General Pemberton is under your command, and you must do what in your judgment is necessary to save Vicksburg from capture.

General Holmes has been requested to send 10,000 men to Vicksburg, if they can be spared for that purpose.

S. COOPER,
Adjutant and Inspector-General.

General BRAXTON BRAGG,
Tullahoma, Tenn.

[Telegram.]

ABBEVILLE, *November 21, 1862.*

Cavalry brigade at Tobytubby. Brigade can reach there before enemy. No movements yet from Memphis. Enemy going down the river as well as reinforcing Memphis; supposed destination White River, to get in rear of Holmes; may be Yazoo River. Reported strength at Grand Junction, etc., about 60,000; probably about 45,000; from reports will be soon on the march. If you fight the battle here you should be here now to learn position, etc. You must have more men.

EARL VAN DORN,
Major-General.

General PEMBERTON.

Letter from Assistant Gerdes, U. S. Coast Survey, to Acting Rear-Admiral Porter, U. S. Navy, announcing his assignment to duty in the Western waters.

NO. 80 EAST 29TH STREET, NEW YORK,
November 17, 1862.

MY DEAR ADMIRAL: Yesterday I was ordered by the Superintendent Coast Survey to report with my party to you at Cairo as soon as practicable. I presume my assistants will be here in course of a fortnight, and I shall have my instruments ready to leave here by about the 1st December, to repair at once to your headquarters and to place myself and party at your disposal.

If you have any commands or commissions in New York, you know that it will give me the greatest pleasure to attend to your directions.

Very respectfully, your most obedient servant,

F. H. GERDES,
Assistant, U. S. Coast Survey.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the proposed purchase of light-draft boats.

No. 95.]

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 19, 1862.

SIR: Your communication in relation to the purchase of light-draft boats has been received, and I shall proceed to execute the order.

I must, however, inform you that boats are higher than they were, owing to the great demand for them and the difficulty in getting material to build with; still I have so far made good bargains. These boats have been covered with iron all around and 11 feet high, and perfectly rifle proof, and proof around the boilers against light cannon shot. They have every comfort and accommodation, and carry eight 24-pounder howitzers in smooth water without any trouble. I have contracted to have all the alterations made just as I want them, for \$8,000 each, which is \$2,000 cheaper than Mr. Hartt said he could do it for; in this is included outfit of every kind, and it is the cheapest it can be done for. These are boats of good size, will carry comfortably 200 men for an expedition, and accommodate a great many officers. What they will do at sea, or when there is any motion, I would not pretend to say, but think they would not suit to go far from the coast. Their draft, deep, will be 3 feet; light, from 18 to 22 inches. I will have them fitted with all expedition, and have required for the guns.

Any of these boats will do to go into salt water with trifling alterations. I am having those already bought fitted for such an emergency.

I have so far bought none but new boats.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Lieutenant-Commander Shirk, U. S. Navy, to First Master Scott, U. S. Navy, commanding U. S. S. Signal, to report for duty to Captain Walke, U. S. Navy.

U. S. GUNBOAT LEXINGTON,
Helena, Ark., November 20, 1862.

SIR: You will proceed with the gunboat *Signal* under your command to Montgomery Point and report to Captain H. Walke, U. S. Navy, on board the U. S. gunboat *Carondelet*, showing him your orders from Rear-Admiral D. D. Porter.

You will please say to Captain Walke that I expect to leave here for down the river early to-morrow morning.

I am, your obedient servant,

JAMES W. SHIRK,
Lieutenant-Commander.

First Master Commanding JOHN SCOTT,
Commanding Signal.

Instructions from Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, referring to proposed operations in the Yazoo River.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 19, 1862.

SIR: I shall send down in a day or two some of Ellet's rams, with orders to report to you. I want to be ready for the rising of the Yazoo River, and push right up the first chance. The enemy are going to raise batteries there, and I think we had better get ahead of them. Your letter about the White River was received. I think the army had the White River fever; nothing will come out of that. Do not risk getting aground there. I will soon have seven light drafts for that business. When the rams are with you, let them keep under very low steam until it is time to move down. I will, in case of a movement, let you know in time. Please keep all the vessels coaled for a start and save all the coal you can.

Very respectfully, etc.,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Captain HENRY WALKE, U. S. Navy,
Commanding Carondelet.

Instructions of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, preparatory to expedition to the Yazoo River.

U. S. MISSISSIPPI SQUADRON, November 21, 1862.

SIR: On receipt of this communication you will take with you all the ironclads except the *Benton* and the *General Bragg* and proceed down as near the mouth of the Yazoo as you can get, and, if possible, enter it. The object is to prevent the erection of batteries at the mouth of the Yazoo River, or as far as our guns will reach, and in case you see anything of the kind your duty will be to destroy the batteries if you can. If the rebels have not covered them in, there will be no difficulty in driving them away and destroying the guns. The best time to do that kind of business is about daylight in the morning.

In case you can not get into the Yazoo with the large vessels, you will send in the *Signal* and *Marmora*, with some good marksmen on board besides their crews. Let them hold on to all they can until you are enabled to get your large vessels up. We must make a landing for the army at all events. We must prevent the rebels from raising forts right under our noses. You are directed to take with you (besides the ironclads that can get to Helena) the *Lexington* and *Tyler*, which you will pick up as you go along, or if they come to Helena I will see that they are with you in time.

I have no means of ascertaining the height of water in the Yazoo, and think the only way to find out is to go or send and see. I shall feel better satisfied when I know we can not get in, for then I shall know that the rebels can not get out. In the matter of attacking

batteries you must exercise some judgment, and no doubt by a little consultation with those connected with you on this expedition you will arrive at a just conclusion.

The object is to prevent the enemy from blocking up the approach to the river with batteries. General McClelland will move now in about two weeks, and we must have the place clear for him to land his troops. The object is to get possession of as much of the Yazoo as we can, and hold it until he comes.

I will be pushing down small, light-draft boats as fast as I get them finished and armed, and hope to have about ten ready in the course of ten days.

Fill your vessels up with coal; carry very low steam going down, to save your fuel, and if necessary detain the "B" to tow down a couple of barges to enable you to keep up your steam.

The "B" will also act as a dispatch boat if necessary to send me any communications.

If you find that you can enter the Yazoo, push on and go as far as you can. Keep the communication open behind you. There are a number of fine, large river boats up the Yazoo; try and secure them. Everything you fall in with will be a prize, and remember that there are no Union men who can lay claim to anything in that region.

In case you are successful, I beg leave to suggest that there is but one way of making war, and that is, "by using the most stringent means even to military executions, in order to preserve subordination among conquered people." Allow no parties to land near Vicksburg except on duty assigned by yourself. No intercourse of any kind to be kept up with the rebels. If any retreat to your vessels for protection, see that they do not go on shore again; at the same time get out of them all the information you can. Pick up all the good contrabands you can get, and something may be learned from the most intelligent of them. After you have gained any information of any consequence dispatch it to me.

I am well informed that an active trade is carried on between the Yazoo and the Red River; the sooner we stop it the better.

Captain Selfridge will join you from Memphis. The *Cincinnati*, Lieutenant Bache, has left here on her way down; the *Pittsburg* has been ordered to join you; the *Baron De Kalb* will be off Monday, and with the *Lexington*, *Tyler*, *Signal*, and *Marmora*, you will likely do something. Keep me advised if anything should occur to render my presence necessary. And now, trusting to your good judgment, hoping that no opportunity to annoy the enemy may escape you,

I remain, very respectfully, etc.,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain H. WALKER,

Commanding Carondelet, Helena.

I will have a couple of Ellet's rams to report to you when you will be ready for anything.

[Telegram.]

JACKSON, [TENN.], November 22, 1862.

General Sherman will move from Memphis toward Holly Springs on Wednesday next. I will move on Saturday following. General

Steele will also move from Helena on Grenada early the coming week. Any cooperation on the part of your fleet will be of great assistance. Please answer, giving me your programme.

U. S. GRANT,
Major-General.

Commodore PORTER.

[Telegram.]

CAIRO, *November 22, 1862.*

I have sent a large force to the mouth of the Yazoo River with some light-draft vessels to prevent the enemy from erecting fortifications, with orders to hold the position until we are ready to land the army there with two ironclads left at Helena.

The rivers are too shallow for our vessels. I have a few vessels here. Where will you have them?

PORTER,
Rear-Admiral.

Major-General U. S. GRANT.

[Telegram.]

JACKSON, [TENN.], *November 23, 1862.*

I can not say what is best to do with the vessels you have at Cairo; you will be a much better judge in this matter than I. Some gunboats should, and I suppose will, accompany the transports from Helena.

U. S. GRANT,
Major-General.

Commodore PORTER,
Cairo.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Walker, U. S. Navy, commanding U. S. S. Baron De Kalb, to report to Captain Walke, U. S. Navy, at Helena, Ark.

NOVEMBER 23, 1862.

SIR: You will proceed with the vessel under your command to Helena and report to Captain Walke, going down the river. Run only in the daytime, and don't pass the bars unless they are carefully sounded and have water sufficient for the vessel to pass.

Afford assistance to any vessels you may meet going down that may desire to load with cotton or tobacco.

Very respectfully, etc.,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JOHN G. WALKER,
Commanding Baron De Kalb.

Order of Acting Rear-Admiral Porter, U. S. Navy, to commanding officers of vessels, to report for duty to Captain Walke, U. S. Navy, at Helena, Ark.

NOVEMBER 22, 1862.

SIR: You will proceed to Helena in the gunboat *Cairo* under your command, and report to Captain Henry Walke for such duty as he may assign you.

Very respectfully, etc.,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander THOS. O. SELFRIE, U. S. Navy,
Commanding U. S. S. Cairo.

[Order of same date and like tenor sent to the following: Lieutenant-Commander J. W. Shirk, U. S. Navy, commanding U. S. S. *Lexington*; Lieutenant Commanding J. M. Prichett, commanding U. S. S. *Tyler*; Acting Volunteer Lieutenant William R. Hoel, U. S. Navy, commanding U. S. S. *Pittsburg*; First Master Robert Getty, U. S. Navy, commanding U. S. S. *Marmora*, off Cairo; First Master John Scott, U. S. Navy, commanding U. S. S. *Signal*.]

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, to offer convoy to army transports.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 23, 1862.

SIR: While waiting for the vessels to report to you, offer convoy to General Steele's transports, if he desires it.

Very respectfully, etc.,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain H. WALKE, U. S. Navy,
Commanding Carondelet.

Report of Lieutenant-Commander Brown, U. S. Navy, before withdrawing from Cincinnati with U. S. S. Indianola.

CINCINNATI, OHIO, November 23, 1862.

SIR: The latest news from up the river is that the water is rising fast. Yesterday there was 11 feet at Wheeling, which will make a rise of not over 3 feet at this place; but as another rise is expected daily, I hope to be able to move this week. I will endeavor to have everything in readiness to move, so as to start as soon as there is water enough to let me go down with perfect safety to the vessel. The contractor says that work can be done twice as fast at Louisville as at this place. Some arrangements about the receiving boat will have to be made before I leave. There is no one to take charge of her. At present I keep her alongside of the *Indianola* for the

accommodation of my crew, as they have no hammocks or bags as yet. Mr. A. S. Bowen has reported for duty and is fast becoming acquainted with his duties, and I feel sure that he will make an efficient officer.

There is a Mr. Doherty here, who says that he is an acting master, and that he has been on sick leave for some time, with little or no prospect of getting well enough to go on active duty. He would be a good man to put in command of the receiving vessel. When I leave with the *Indianola* there will be no person to provide for the men in the way of clothing.

I have been expecting Mr. Boggs here for some time, and was in hopes of getting information from him as to whether the requisitions for the *Indianola* would be filled at Cairo or at this place.

Mr. [Joseph] Brown furnishes very few articles, but, as there will be a scarcity of room, my requisitions will necessarily be small.

I am, sir, respectfully, your obedient servant,

GEORGE BROWN,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Telegram.]

ST. LOUIS, *November 23, 1862.*

Dispatch from Elkhorn, Ark., reports Arkansas River bank full at Van Buren. I am also informed there is very little force on river bank. It would be a good time to run gunboats up Arkansas and take boats and Little Rock. The only force at Arkansas Post has probably been routed by my forces under General Hovey.

S. R. CURTIS,
Major-General.

Rear-Admiral D. D. PORTER,
Cairo.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Curtis, U. S. Army, regarding proposal for special service in Arkansas.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 23, 1862.

I have every vessel employed on special service, and I can not undertake the Arkansas affair at this moment. Should be happy to do so.

D. D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Major-General S. R. CURTIS,
St. Louis, Mo.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Paymaster Boggs, U. S. Navy, regarding coal.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 23, 1862.

SIR: I again impress upon you the importance of having large supplies of coal ready to meet my order in Cairo. I shall require for the present 1,600 tons per month. There is not now on hand all told more than that. You must recollect that important operations are going on, and that a deficiency of coal and provisions would cripple me at once. I have written to Paymaster Watson, impressing on him also the importance of keeping me supplied. You will not wait for requisitions to purchase supplies, but keep ready to provide me [illegible] three months' provisions at three days' notice, or to fill up at once whenever I may send up. When I am below you will calculate what we are using out and send down by every opportunity enough to fill up, that we may never diminish the supplies. I think that I have been sufficiently explicit in this communication to show you the importance of being prompt and liberal with supplies. Captain Wise, with his limited means, never kept this squadron waiting one moment. I hope you will do likewise.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Paymaster W. BRENTON BOGGS,
St. Louis, Mo.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, announcing the sending of a naval force to the mouth of the Yazoo River and submitting opinions regarding the proposed operations.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 24, 1862.

DEAR SIR: Yours of November 16 has been received. I thank you kindly for the map and other information. I am ready to cooperate with anybody and everybody, and all I ask on the part of the military commanders is their full confidence and a pull together.

I have been driving on night and day since I came here, trying with the small means at my disposal to repair the old, worn-out vessels. At the same time I have been buying 25 light-draft, iron-covered steamers, with heavy batteries, to ascend the rivers. Five of them are finished; the rest will be mostly finished in a month. It is a large undertaking, especially considering the want of workmen. I should have started at something long since if I had had the light-draft vessels or water enough to float the deep ones. The moment I heard there was going to be a movement on Grenada, I ordered Captain Walke to convoy and cover General Steele with part of his force, and to proceed with the rest to the mouth of the Yazoo, the light vessels to go up after the large vessels had silenced the batteries, and to carry the war into the heart of the country. These

small steamers can ascend the Yazoo some distance up the Tallahatchie and Yalobusha rivers, if there is water enough for them on the bar at the mouth of the Yazoo and they can get by the battery. If I had plenty of light steamers I would not stop to consider the batteries at all, but push by. I think if we can get up there, it will be a good move; it cuts off the rebels (now about Grenada) from Vicksburg, and offers a chance to interrupt the work on rebel batteries. I received a communication from the Navy Department yesterday, informing me that General McClernand would be ready to join me for an attack on Vicksburg in three weeks, and that I must be ready with all my force to help him.

General Curtis writes me that he would like me to go up the Arkansas (quite an impossibility at this low stage of water), and General Grant tells me he would like my cooperation, without telling me what he is going to do or where I can best help him. Anticipating, however, the only advance movement that could be made, I have directed the move of the squadron on the Yazoo and a convoy for General Steele when he moves toward Grenada.

I agree with you that a perfect concert of action should exist between all the United States forces in the West; it is the only way in which anything can be accomplished. Whatever control I have on the river shall be exerted to help the army, and I think there should not be too many plans at one time, or too many generals acting without concert. Whatever may be required of me by any of the commanders on shore I am ready to do to the best of my ability, so the only difficulty to be arranged will be, who is to command the different departments of the armies.

McClernand will soon be in the field, and there will be another department, a sort of amphibious affair. I don't know how you are going to reconcile all these different interests without a long talk, during which the enemy will have time to travel many thousand miles.

In regard to present movements I have formed some opinions which may perhaps be erroneous, but which I submit for consideration. It was intended that General McClernand should be here with 30,000 men by this time, and I thought it would be a good plan to amuse the rebels for a few days with General Grant's army, while two divisions would advance simultaneously on Grenada and Vicksburg, the troops at the latter place to be landed up the Yazoo below the batteries. My Yazoo pilot tells me there is a road this side of the battery, leading 9 miles into Vicksburg. If I can get down an ironclad that I am expecting from Louisville, I can clear the Yazoo, I think, up to Yazoo City. Still, all this depends on having water, and I have sent over to the Tallahatchie to see if the water has risen on that river, on which depends the rise in the Yazoo.

I also had an idea of running two or three light-draft vessels past the batteries at Vicksburg of a dark night and getting up the Big Black River, which runs in behind Vicksburg. At high water this is easily done and there are some fine prizes awaiting the party who gets up there. All this, though, depends on water, and at this moment there is but little appearance of a rise. If there is anything strikes you at any time wherein I can be of service, do me the favor to communicate with me. You will find me ready to cooperate with the army, even to giving up any plans of my own.

I am of the opinion that there is but one way to make war, and that is to harass your enemy all you can. I have tried to be as unpleasant to the rebels on the river as possible, and hope that the new armies now going into the field will give them (the rebels) a taste of devastation that may bring them to their senses. You may depend upon [illegible].

I remain, dear sir, yours, very truly,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

General W. T. SHERMAN,

District of Memphis, Memphis, Tenn.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, for the detail of rams Switzerland and Queen of the West for the Yazoo expedition.

NOVEMBER 24, 1862.

SIR: You will please detail the *Switzerland* and *Queen of the West* to accompany an expedition down the river and direct the commanding officer to report to me in person. You will also prepare all the available rams, and let me know when they are ready for service. I have work for them all, and shall commence active operations the moment the water rises.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Col. CHAS. R. ELLET,

Commanding Ram Fleet.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, to report to Captain Walke, U. S. Navy, at Helena, Ark.

U. S. MISSISSIPPI SQUADRON,

Cairo, Ill., November 24, 1862.

SIR: You will proceed to Helena with the *Switzerland* and *Queen of the West* and report to Captain Henry Walke, commanding the naval forces at that point, and will accompany him and act under his direction on an expedition on which he is bound. As coal is quite scarce, I would recommend going down at low speed, and as we have some coal (5,000 bushels) opposite Memphis, which the commanding officer will point out to you, I wish you would use it. Hoping to hear a good account from the rams if an opportunity occurs, I remain,

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Comdg. Mississippi Squadron

Col. CHARLES R. ELLET,

Commanding Ram Fleet, Mississippi Squadron.

Report of Colonel Ellet, commanding Ram Fleet, explaining his course in reporting to Admiral Porter a part of the fleet as ready for service.

STEAM RAM SWITZERLAND,
Mound City, Ill., November 23, 1862.

SIR: I have the honor to report to you that a communication from Admiral Porter to you was handed me at 11 a. m. this morning. I immediately forwarded it to you, unopened, to St. Louis, Mo., requesting the bearer to inform Admiral Porter of your departure for that point. At 6 o'clock this evening a second communication, addressed like the first, to yourself, was brought to me. The bearer stated distinctly, however, that I should open it, which I did. Its contents are as follows:

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 23, 1862.

SIR: I sent you a communication this morning, which may not have reached you. Will you please inform me how soon two of the heaviest rams can report to me for service? It is of great importance that I have them at once.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Brigadier-General ELLET,
Commanding Marine Brigade, Mississippi Squadron.

I at once returned the following answer:

STEAM RAM SWITZERLAND,
Mound City, Ill., November 23, 1862.

SIR: Your first communication, addressed to Brigadier-General A. W. Ellet, was handed to me at 11 a. m. this morning. I immediately forwarded it to General Ellet at St. Louis, Mo. In reply to your second communication, I have the honor to state that the *Switzerland* and *Queen of the West* are ready for immediate service.

Very respectfully,

CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

The above facts will acquaint you with the circumstances which induced me to report a part of the ram fleet to Admiral Porter as ready for service, contrary to your instructions to defer my report until the repairs had been completed on all the boats.

Very respectfully,

CHARLES R. ELLET,
Colonel, Commanding Ram Fleet.

Brigadier-General A. W. ELLET,
Commanding Mississippi Marine Brigade.

Order of Acting Rear-Admiral Porter, U. S. Navy, to First Master Goudy, U. S. Navy, commanding U. S. S. Robb.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 24, 1862.

SIR: Proceed to your station without a moment's delay, taking all the provisions you can conveniently carry.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Comdg. Mississippi Squadron.

First Master GOUDY,
Captain of the Robb.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Pilot Underwood, U. S. Navy, to report the stage of the water with reference to the movements of the U. S. S. Chillicothe.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 24, 1862.

SIR: You will immediately proceed to Cairo, examining the stage of the river as you come, in order to ascertain the possibility of the *Chillicothe's* early arrival at this place.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral.

[THEO. E.] UNDERWOOD,
Pilot, Mississippi Squadron.

Return to the *Chillicothe* and report to the commander.

Report of Acting Volunteer Lieutenant Hoel, U. S. Navy, commanding U. S. S. Pittsburg, regarding detention at Memphis en route to Helena, Ark.

OFF MEMPHIS, November 24, 1862.

SIR: In obedience to orders, [I am] on my way to report to Captain Walke at Helena, but at present can get no farther, as there is but 6 feet water upon the bar 5 miles below this point, and this vessel requires 7 feet to pass over it. I have but six days' provisions on board—have been expecting every day for the last week that the storeship would be down to put provisions on board and at the same time to fill other requisitions. I have men enough on board to man but six guns. My executive officer and paymaster are both at the hospital at Mound City, and my surgeon also is sick; accompanying this I forward you his request for a leave of absence. I have nine men among my crew who say that their time is out (some of them over two months), they having enlisted but for one year. I wrote to the receiving vessel in relation to the matter, but I received no satisfaction more than that the books and papers of that vessel dated no further back than January 20, 1862, and they could give no information relating to the enlistment of the men.

The men say they were all enlisted by Lieutenant-Commander Paulding in Chicago, but their descriptive lists were not sent with them; they were first sent to the receiving ship *Nebraska* at St. Louis, then to the *Emerald*, and then to the *Maria Denning*, and transferred from the latter vessel to this one. As I can give the men no satisfaction in relation to their discharge, they are becoming very much dissatisfied. For that reason I have taken the liberty of addressing you upon the subject, not knowing how else to arrive at any satisfactory conclusion of the case, or what I am to do in the matter.

There have been 45 men sent from this vessel to the hospital within the last three months and only 7 of them returned, which is the cause of her being so short-handed.

I am, most respectfully, your obedient servant,

W. R. HOEL,
Acting Volunteer Lieutenant, Comdg. U. S. Gunboat Pittsburg.

DAVID D. PORTER,
Acting Rear-Admiral,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding coal secured from sunken barge.

U. S. GUNBOAT CAIRO,
Memphis, November 24, 1862.

SIR: I have the honor to acknowledge the receipt of orders to proceed to Helena.

I was not aware till I received your letter that there was a barge of coal sunk on the Arkansas shore, no word having been left me by the vessel I relieved. The men are still at work getting coal from her. There are some 7,000 bushels on the bank, and some 5,000 yet to be got out.

The barge lies some distance from the present limits of the river. Unless we wait until there is a considerable rise, the coal will have to be hauled some 500 yards, and the coal loaded into a flatboat to be taken to the Tennessee shore. We can not get the teams for the purpose without sending a strong guard to protect them. As you have ordered me to Helena, the coal will have to remain at present upon the bank, where I think it will be safe. We can not load steamers, because the water is shoal and the bar is long, and of soft mud.

There has been no barge of coal left at Memphis; all have proceeded on to Helena. I was a little mistaken in regard to the fuel at this point. There are still some 600 bushels in the flat.

I can replace my shell on board the *Great Western*, but the shell have been aboard of her a long time, the fuzes are merely protected by a piece of brown paper over them, and when I made a personal examination some weeks ago many appeared in an unreliable state. If I am to be sent upon service down the river, I would like very much to have shell with the navy fuze.

My heaviest guns are three old 42-pounders (rifled). These, by careful loading, may do very well in ordinary service, but will be dangerous in a long-continued bombardment.

There is no coal in Memphis in private hands. What was there has been taken by the Government since the 15th.

As coal is scarce, I would like to have remained and got the coal into a place of security, but as your orders are of a later date I shall not take the responsibility.

The *Pittsburg* arrived this morning on her way down.

Very respectfully, your obedient servant,

THOS. O. SELFIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding a request of Major-General Sherman, U. S. Army, that a gunboat be retained at Memphis.

U. S. GUNBOAT CAIRO,
Memphis, November 25, 1862.

SIR: Since writing you my communication of yesterday I have seen General Sherman, who is extremely anxious that a gunboat should remain here until the garrison is reinforced.

General Sherman moves from here to-morrow with all his forces, leaving in garrison three regiments, and the works to be held are very extensive. I believe I shall be carrying out your desire in fulfilling his request. I enclose a copy of a letter from General Sherman to me on the subject.

I am very anxious to change my rifled guns for three IX-inch. If you can send them down with their carriages, I will find means to get them aboard.

Very respectfully, your obedient servant,

THOS. O. SELFIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

*Report of Lieutenant-Commander Fitch, U. S. Navy, regarding the
U. S. S. Water Witch.*

U. S. GUNBOAT FAIRPLAY,
Off Evansville, November 25, 1862.

SIR: I have the honor to inform you that the small steamer *Water Witch* has arrived.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

*Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke,
U. S. Navy, regarding coal and provisions for the rams Switzerland
and Queen of the West.*

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 25, 1862.

SIR: The rams *Switzerland* and *Queen of the West* are coming down the river to join the expedition under your command. You will please see that they are supplied with whatever coals, provisions, etc., are required and keep an account thereof.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com. Mississippi Squadron.

Captain HENRY WALKE.

P. S.—These vessels, I believe, have no medical assistance. You will please give them such assistance as you can from the squadron.

Report of Captain Walke, U. S. Navy, announcing intended departure from Helena for the Yazoo River in compliance with orders.

U. S. GUNBOAT CARONDELET,
Helena, Ark., November 25, 1862.

SIR: I proceed down the river this morning, agreeable to your orders of the 21st instant, with the *Carondelet*, *Mound City*, *Signal*, and *Marmora*, the river being too low for the other boats to come down. My crew being about 50 men short, I took 20 men from the *Benton* and *Mound City* to fill up my complement. I will take two barges partially loaded with coal, on account of the difficulty in obtaining fuel below. I am still suffering with the Yazoo fever, which has renewed its attacks recently, but I hope to be getting better soon.

I am, sir, very respectfully, your obedient servant.

H. WATKES,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Instructions from Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Brown, U. S. Navy, in case of a hasty withdrawal of the latter from Cincinnati.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 26, 1862.

SIR: In case you leave Cincinnati in a hurry, which I am in hopes you will soon do, leave the boat (receiving ship) in charge of one of Captain Smith's officers and bring every man you have shipped down with you. Order Mr. Doherty to the receiving vessel. I have no paymaster to send to Cincinnati. The Government will not send any. Make requisitions on Mr. Boggs for anything you want. You might have had hammocks and bags made in Cincinnati long before this. Do not let the men suffer for bedding. Purchase it, and let them have it. Send the bills made out in triplicate to me. Do not lose your first chance to get down. The vessels have all left for Vicksburg, and I hope to be up the Yazoo in a week.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant-Commander GEO. BROWN,
Cincinnati, Ohio.

[Telegram.]

ST. LOUIS, *November 26, 1862.*

Colonel Charles R. Ellet, now commanding the Ram Fleet, is instructed to report to you two boats ready for immediate service. The others will follow as soon as finished and manned.

ALFRED W. ELLET,
Brigadier-General.

Rear-Admiral D. D. PORTER.

Instructions from Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Fitch, U. S. Navy, commanding U. S. S. Fairplay, regarding operations in the Tennessee, Cumberland, and Ohio rivers.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 27, 1862.

SIR: You will now begin to send some of your vessels up the Cumberland and Tennessee rivers, and keep them actively moving to prevent the rebels making use of the rivers in any way. You know my views pretty well by this time, and I need not give you precise instructions. You can never go wrong in doing a rebel all the harm you can. Leave no means of crossing the rivers. Destroy all small boats likely to carry intelligence, and capture all rebel property. That is the way to put down the rebellion. I am no advocate for the milk and water policy. I should be better satisfied had I seen some evidences that the Caseyville people had lost some of their wheat and other produce. I see that some of those fellows have got back again. I enclose you a slip from a newspaper. Look out for them, and the next time you catch them keep them in irons. You will soon have water enough in the Ohio, Cumberland, and Tennessee. I look to you to see that quiet is maintained there.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant-Commander LE ROY FITCH,
Commanding Fairplay.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant French, U. S. Navy, for delivery of coal at Helena and mail for the lower squadron.

NOVEMBER 27, 1862.

SIR: Proceed with all dispatch with the coal barges under your charge to Helena, Ark., and report to Captain Henry Walke, commanding U. S. gunboat *Carondelet*.

You will not deliver any coal on your passage down the river.

You will take charge of and carefully deliver all letters, public documents, etc., for the squadron below.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Actg. Vol. Lieut. Comdg. J. A. FRENCH, U. S. Navy,
U. S. S. "B."

Report of Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. Lexington, regarding operations of that vessel from November 16.

U. S. S. LEXINGTON,
Off Helena, Ark., November 27, 1862.

SIR: I have the honor to make the following report:

Upon my arrival at Memphis on the 16th instant I met Mr. Tucker, who, you had informed me, was to have a boat ready to go down the

river below Helena for cotton. I found that he had not yet completed his arrangements and that, in fact, he was not at all certain of going. I waited for him until the morning of the 19th, and then, his plans having failed, I left with this ship and the *Signal* for Helena.

Upon my arrival at that place I found that Captain Walke had left word that if any of the light-draft boats came down the river they should be sent to join him at Montgomery Point. I sent the *Signal* to him, and the next morning (having on board Mr. Halliday, of Cairo, and Messrs. Hunt and Watson, of Frankfort, Ky., who were "passed" by Military Governor Boyle, of Kentucky, and who had joined me at Memphis as passengers) proceeded down the river. At noon I met the *Carondelet* and communicated with Captain Walke.

At Choctaw Bend I landed Messrs. Hunt and Watson and proceeded slowly down the river until Sunday afternoon, when I had reached Ashton, in the State of Louisiana. Just above here I overtook and destroyed a large lighter filled with corn, bound to Vicksburg. There were between 2,000 and 2,500 bushels of corn. The lighter also contained a few bags of dried peas and two boxes of tallow dip candles. The peas were given to the paymaster and the candles will be sent to your order at Cairo.

On Monday morning we commenced our upward trip. I have succeeded in obtaining 24 male contrabands, 2 of which I have appropriated for the use of this ship, and the rest I will send to you.

I have destroyed every ferryboat between Helena and Ashton. By this destruction of ferryboats I have effectually put a stop to quite a large transportation of salt from Lake Bistineau, La., into Mississippi.

I took on board at Columbia, Ark., a Mr. Garrard, of Kentucky, and his family. He is a Union man, and has suffered a great deal of persecution on account of his Union feelings.

I find that the wish and desire of almost every planter on the river is to save their cotton, but the authorities are burning it wherever it can be found. The smoke is seen from the river at all times and in all directions.

There will be no use in sending persons down below for cotton unless some arrangement has been previously made with the planters, so that it may be concealed and ready to be produced at the proper time.

I landed at several plantations along the river and tried to make the planters believe that they were not to be harmed by the gunboats (of which they are in mortal terror), and told them that unless they disturbed the boats the boats would not interfere with them. They asked me about the slaves; I told them that was their own lookout; that they must take care of that kind of property. They replied that they could not, that the slaves had heard of the President's proclamation, and that in spite of all the owners could do they would get to the river. I was surprised at the amount of information possessed by the slaves. All of those who came on board the *Lexington* tell me that they are to be free on the 1st of January, but that their owners are getting ready to move them back from the river as soon as possible. Yesterday I met the squadron and Captain Walke at Bolivar, and received permission from him to go to Helena to land my passengers. I will leave here as soon as the *Lexington* is coaled, to join him at the mouth of Yazoo River.

Last evening, just after dark, we were fired upon by a squad of about 25 men about 5 miles above Prentiss on the Mississippi shore. I caused the woods in the vicinity to be well scoured with shell and canister. Fortunately no one on board the ship was injured. It was too dark for me to ascertain whether or not our firing did any damage. I will pay my respects to the vicinity on my way to join the squadron.

Hoping that my proceedings may meet with your approbation, I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,

Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. Lexington, regarding contrabands and cotton sent to Cairo.

U. S. GUNBOAT LEXINGTON,
Helena, Ark, November 27, 1862.

SIR: I have the honor to report that when I took on board contrabands at Grand Lake, Ark., they told me that they had several bales of cotton which their late owner had given them, provided they could save them from the cotton burners, and that they wished to take them along. I took the cotton on board, giving the owners receipts (copies of which please find enclosed). Judy Emerson, one of those to whom I receipted, remained at home, as I did not want any woman on board the *Lexington*.

I have placed 16 bales of cotton, 3 boxes of tallow candles, and 22 contrabands on board the *V. F. Wilson* and directed the captain to report to you. The negroes who owned the cotton will be perfectly satisfied with any fair price you may be disposed to allow them.

I have directed the transfer and descriptive rolls of the contrabands to be sent to Fleet Paymaster Dunn, to be disposed of as you may direct.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,

Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. Navy,

Commanding U. S. Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. Lexington, regarding expected departure of that vessel and U. S. S. Pittsburg to join Captain Walke, U. S. Navy.

U. S. S. LEXINGTON,
Off Helena, November 27, 1862.

SIR: I most respectfully call your attention to the fact that some of the gunboats are very short of provisions. The *Pittsburg* came down here with two days' provisions, and had to obtain a supply from the army at this place.

The *Pittsburg* will accompany me to join the squadron under command of Captain Walke.

I have the honor to be, sir, your most obedient servant,
JAMES W. SHIRK,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from Assistant Quartermaster Parsons, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding the transfer to the Navy of the ram Sampson.

QUARTERMASTER'S DEPARTMENT,
OFFICE OF TRANSPORTATION,
St. Louis, November 27, 1862.

ADMIRAL: At request of Captain Pennock, I have turned over to him for you the ram *Sampson*. I herewith enclose his receipt, with an invoice and transfer papers of the steam ram. Please sign the triplicate receipts and return them to me by mail.

The *Sampson* is a powerful tugboat, and would be invaluable for towing your gunboats upstream or for towing coal barges. She was built for the latter use. Captain Pennock said it was in contemplation to use her for a blacksmith's shop. I would suggest that a small and much less valuable steamer might be used for such purposes, and the *Sampson* might be of far more valuable service as a towboat. I make this suggestion, as the use of steamers for the movement of troops and supplies requires all the tonnage available. During the last two months over 20 steamers have been burned and sunk, and we find the supply available for transportation less than the demand. It is therefore a matter of general interest to the Army and Navy to economize the occupation of boats as much as possible, so that all branches of the service may be accommodated.

I have the honor to be, very respectfully, your obedient servant,

LEWIS B. PARSONS,
Colonel and Assistant Quartermaster.
By CHARLES PARSONS,
Captain and A. Quartermaster.

Rear-Admiral D. D. PORTER, U. S. Navy,
Cairo, Ill.

[Enclosure.]

QUARTERMASTER'S DEPARTMENT,
OFFICE OF TRANSPORTATION,
St. Louis, November 26, 1862.

Received of Colonel Lewis B. Parsons the ram *Sampson*, with her rigging, tackle, etc., complete.

A. M. PENNOCK,
Commander and Fleet Captain.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, regarding requests from army officers for cooperation.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 28, 1862.

SIR: I find it pretty hard work to comply with all the requests of army officers. There are so many generals acting independently of each other that the whole American Navy could not comply with their demands. I find also that the army officers are not at all acquainted with the rise and fall of the water; they are getting up expeditions at improper times, making us expend a deal of coal, and nothing comes of it, so I think after this, if the army wants any expeditions, the commanding generals will consult me. Of course, you or any other officer will afford them assistance against an attack at any point where you may be.

Please notify any army officer who may want to get up an expedition that he will apply to me.

I thank you for the manner in which you have managed this delicate matter heretofore. Will you please communicate with the commanding officer at Helena on the importance of not letting the soldiers take our coal; they should respect our rights, and it would be a good plan to arrest some of them in the act of stealing and hand them over.

I am working hard to get with you, but find matters were left in such a condition when I took charge that I am not ready to quit. I find I have to shoulder the provisions and coal. I should not be troubled with that.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain H. WATKES,

Commanding Carondelet, Helena, Ark.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, regarding requests from army officers for cooperation.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 28, 1862.

SIR: Your communication of November 25 is received. With every disposition to oblige the army officers, I would feel better satisfied to dispose of the vessels under my command as it seems best to me, and unless something important occurs to justify an officer in not carrying out the orders at once he is taking upon himself more responsibility than he is called upon to do. In this case you can be the judge whether you are required at Memphis until I send a vessel to relieve you, although it will interfere with arrangements I have made for a move on Yazoo River. I find it would be difficult for me to respond to all the requirements of army officers, and as I am now acting under instructions from the Navy Department, I must direct the operations of the squadron with reference solely to

those orders. Of course your guns will be prepared to open at any time at a post when the army is threatened by an enemy.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant-Commander THOS. O. SELFIDGE, U. S. Navy,
Commanding Gunboat Cairo.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Gregory, U. S. Navy, commanding U. S. S. Little Rebel.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 28, 1862.

SIR: Steam up to the naval depot as soon as possible in the *Little Rebel* and report to Lieutenant-Commander K. R. Breese on your arrival.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Acting Volunteer Lieut. Comdg. THOS. B. GREGORY,
Commanding Little Rebel.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, proposing to ascend the Arkansas River.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 28, 1862.

COLONEL: Please inform me at what time you could have some more of the Ram Fleet ready for service, and how many. I expect a rise in the rivers soon, and propose ascending the Arkansas. What chances have you of getting coal down? I see it is arriving in Cincinnati.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Colonel CHAS. R. ELLET,
Commanding Ram Fleet, Mississippi Squadron, Cairo.

Instructions from Fleet Captain Pennock, U. S. Navy, to Acting Master Morgan, U. S. Navy, regarding the preparation of the ram Sampson for service.

OFFICE U. S. GUNBOATS FORT HENRY AND CHOCTAW,
St. Louis, November 28, 1862.

SIR: You will take charge of the steam ram *Sampson* and have her boilers put in good condition.

First Assistant Engineers Albert M. Rowe and Cochran E. Arbuthnot will report to you for duty and you will employ a good pilot

on the best terms you can make. You will use dispatch, and when ready will receive on board all recruits at the rendezvous and proceed to Cairo, where you will report to Acting Rear-Admiral David D. Porter for further orders.

By order of A. M. Pennock, fleet captain and commander, U. S. Navy:

Respectfully, your obedient servant,

JAS. LANING,

Acting Volunteer Lieutenant, U. S. Navy.

EDWARD MORGAN,

Acting Master, U. S. Navy.

Report of Colonel Ellet, commanding Ram Fleet, regarding vessels of his command ready for immediate service.

STEAM RAM MONARCH,

Mound City, Ill., November 29, 1862.

ADMIRAL: I have just received your communication of the 28th instant. I have the honor to inform you in reply that the *Lancaster* and *Fulton* are ready for immediate service.

The *Lioness* will be ready as soon as she is coaled. The repairs on the *Monarch* will not be completed before the middle of next week, and she has no coal. It is necessary for me to state that I have at the present moment but 2 commissioned officers and 6 soldiers fit for duty on the fleet at this point, and that the boats consequently are only fit for service as rams. I am expecting more men and officers daily. I have sent Captain George Q. White, quartermaster of the fleet, to New Albany, Ind., to bring down coal and stores for my boats. I have telegraphed to him to know when the coal would be down, and will inform you as soon as his reply arrives.

Very respectfully,

CHARLES RIVERS ELLET,

Colonel, Commanding Ram Fleet.

DAVID D. PORTER,

Acting Rear-Admiral, Comdg. Mississippi Squadron.

Letter from Quartermaster Brooks, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding boats for the Marine Brigade.

NEW ALBANY, November 29, 1862.

SIR: I have been instructed by the War Department to purchase and fit up the necessary boats for the Mississippi Marine Brigade. The Quartermaster-General suggested to me that perhaps you had some large transports now in your fleet which you could spare for that purpose. If so, you will oblige me by letting me know, as it will be necessary to secure the boats with as little delay as possible.

As it will be necessary to put in permanent stalls on the lower deck for the horses, it will be good economy to use the largest class of boats that can be had, in order to accommodate as large a num-

ber on a boat as possible. Boats of the size of the *Uncle Sam* and *Clara Dolsen* will be about the class of boats that should be used.

There is now a great scarcity of boats of all sizes, but more particularly of the sized boats suitable for this purpose.

I suppose General Ellet has conferred with you about the plans, etc., of the boats for the brigade.

An early answer will much oblige your obedient servant,

JAMES BROOKS,
A. Quartermaster, Fiscal Agent U. S. Ram Fleet
and Mississippi Marine Brigade.

Rear-Admiral DAVID D. PORTER,
Commander of Western Flotilla, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Badger, U. S. Navy, regarding mounting of howitzers.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 29, 1862.

SIR: Please inform me how many 24-pound howitzers have arrived at St. Louis and Cincinnati. Do not mount any that come on anything but the light-draft steamers now being fitted by Lieutenant-Commander Smith and by Mr. Hartt at St. Louis. Those required for the iron boats we will mount hereafter.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Comdg. Mississippi Squadron.
Lieutenant-Commander OSCAR C. BADGER, U. S. Navy,
St. Louis, Mo.

Report of Acting Volunteer Lieutenant Getty, U. S. Navy, commanding U. S. S. Marmora, regarding a reconnoissance in the Yazoo River by that vessel and the U. S. S. Signal.

U. S. GUNBOAT MARMORA,
Off Mouth Yazoo River, November 29, 1862.

SIR: In compliance with your orders, I weighed anchor this morning at 10 o'clock with this steamer, followed by the *Signal*, and stood up the Yazoo River, sounding with the lead, which at the outer bar indicated 3 fathoms depth of water. Continuing a mile farther to a point called Willow Bayou, I found 7 feet of water. Steamed on to White House Shoal, a distance of 4 miles from the mouth of the river, where the lead gave 5 feet of water, being the shallowest depth I found to the extent of my reconnoissance, a distance of 21 miles from the Mississippi River. Continuing on from White House Shoals on the Yazoo; I steamed up the river without opposition until reaching the Twelve Mile Bayou, where I received a sharp fire from guerrillas on the banks, which here are high on either shore. Lay to and shelled the point, dispersing the enemy and demolished the house in which he had secreted. After this continued on my course, the

enemy's sentinels being seen frequently in the distance on both sides the river, but always retiring beyond the reach of my guns. On reaching Anthony's Ferry, 21 miles up the Yazoo, I was again subjected to a severe and rapid guerrilla fire, which was promptly returned with howitzers and rifles, silencing the enemy.

A mile and a half beyond this point, at Drumgould's Bluff, I discovered the enemy's batteries, which, after a careful examination, proved to be one of a formidable character. Rounded to and steamed down the river, reaching the Mississippi at 4 p. m. The result of the reconnoissance clearly establishes the fact that the enemy has no batteries erected at this time on either bank of the Yazoo River within 23 miles of its mouth, and to the same distance the river gives 5 feet depth of water at its shoalest point.

The foregoing statement I respectfully submit, sir, to your consideration.

Very respectfully, your obedient servant,

ROBT. GETTY,

Acting [Volunteer] Lieutenant, Commanding.

Commodore HENRY WALKE,

Commanding Lower Mississippi Flotilla.

Report of Captain Walke, U. S. Navy, giving information obtained since leaving Helena, Ark.

U. S. GUNBOAT CARONDELET,

Opposite Mouth of the Yazoo River, November 29, 1862.

SIR: I left Helena on the 25th instant (as I previously reported) on my way down to this place. Nothing of importance has occurred to this portion of your squadron. We met the *Lexington* on the 26th on her way to Helena, having on board a number of refugee families, with their effects, whom Captain Shirk had taken on board from below, and I gave him permission to take them to Helena and return immediately to overtake me. I picked up 12 contrabands, who informed me that the rebels were throwing up breastworks at Niblett's Landing (opposite Island 76), about 12 miles below Napoleon; but that they had all left there three weeks ago. I observed the earthworks at that place, partially thrown up on the bank of the river, of a quarter of a mile in extent, overlooking the channel of the river, which is very narrow at that place. They also told me that all the troops had gone to Holly Springs, and that all the negroes which were employed there had been sent to Vicksburg to work on the forts there and on another about 40 miles below Vicksburg. A contraband from Vicksburg informed me that there were a plenty of guns there, but they were not all mounted; that they were burying them with their muzzles out. He thought there were about 5,000 troops at Vicksburg. I could not ascertain that there were any forts being built elsewhere: The Yazoo pilot whom you sent down in the *Marmora* informs us that there is a fort about 30 miles up the Yazoo River.

I find no change in the appearance of the country along the banks of the Mississippi or at the mouth of the Yazoo. I dispatched the

Marmora and *Signal* up the Yazoo this morning (as there is not sufficient depth of water at its mouth to enable the ironclads to pass up), with 20 additional men in charge of an officer to each boat as sharpshooters, agreeable to your orders.

The *Marmora* and *Signal* returned this afternoon, having ascended the Yazoo 21 miles without discovering any new batteries or breastworks. They went in sight of the fort, which the last expedition up the Yazoo captured, but did not venture within the range of its guns, as their pilot informed them that it mounted six heavy guns. They were fired upon by the pickets from Vicksburg several times, which was returned, and the rebels dispersed. They found 6 feet at the mouth, 5 to 5½ on the bar a short distance from the mouth, and 6 to 8 feet for 20 miles above. Although this was more water than was expected, it is not sufficient for the admittance of this vessel and the *Mound City*, and hardly sufficient for the *Lexington* and *Tyler*.

A party of rebel pickets fired upon us from the shore here this afternoon, and we drove them away with a few shot. They also fired upon our tug (while landing to pick up a contraband), which was returned; they slightly wounded Mr. [H. H.] Walker, ensign on board the *Marmora*.

Our provisions are getting short, and I must send up for more coal. The *Mound City* grounded upon the bar above the mouth of the Yazoo on her way down, and, as the river is apparently falling, I will go above the bar for a day or two and return, if the river should not fall any more, and have the Yazoo examined again. I am in need of a couple of rams, as our ironclads are too sluggish for very active service.

I am, sir, very respectfully, your obedient servant,

H. WALKER,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Fitch, U. S. Navy, commanding U. S. S. Fairplay, regarding movements of that vessel and the U. S. S. Brilliant.

U. S. GUNBOAT FAIRPLAY,
Off Evansville, November 30, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of the 27th instant.

I start down the river to-morrow; the rise is now coming. I sent the gunboat *Brilliant* up to Owensboro. She has returned.

The wheat and other produce taken at Caseyville is yet in our possession, and will be sent to Cairo as soon as I can get down there. I would have sent it long ago had it not been for the water being so low.

I will do my utmost to carry out your desires.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to First Master Baldwin, U. S. Navy, commanding U. S. S. Sovereign, regarding delivery of mail.

U. S. MISSISSIPPI SQUADRON,
Cairo, November 30, 1862.

SIR: You will proceed to Helena without delay and report to Captain Henry Walke, the commanding officer at that place, being careful to deliver all letters for the different vessels that may be given you, taking the receipts for the same. You will be particularly careful in delivering the letters for the *Conestoga*, and will wait for her to convoy you down the river.

Very respectfully, your obedient servant,

DAVID D. PORTER.

Acting Rear-Admiral, Commanding Mississippi Squadron.

First Master JAMES BALDWIN,
Commanding Sovereign.

Order of Acting Rear-Admiral Porter, U. S. Navy, to First Master Hentig, U. S. Navy, commanding U. S. S. Conestoga, to perform convoy duty.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 30, 1862.

SIR: You will get underway immediately and proceed to convoy the *Sovereign* as far as Memphis, where you will remain until further orders. You will be careful to keep astern of the *Sovereign* and see that the same accidents do not occur as did the last time. Keep at least half a mile astern. Do not run at night, and proceed with care.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

First Master GEO. HENTIG, U. S. Navy,
Commanding Conestoga.

Report of Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, regarding the seizure of the steamer Minnehaha off Delta, Miss.

U. S. S. GENERAL BRAGG,
Off Helena, Ark., November 30, 1862.

SIR: I have the honor to report to you that I last evening boarded, at Friars Point, the steamer *Gladiator*, which was unloading salt and various other kinds of stores at that place. I found no permits aboard of her, but simply a letter from Mr. Yeatman, treasury agent at Memphis, requesting a permit from the board of trade at this place for her.

To-day I arrested the steamer *Minnehaha* off Delta, Miss., and ordered her to proceed to Helena. She had on board quantities of pork, flour, whisky, and cider, and had no permits whatever for trading below this place. On arriving at Helena I reported this fact to

General Steele, commanding this post, and he stated that as there was permission granted by authority of General Sherman at Memphis and Admiral Porter, he considered he had no right to arrest any boat. I did not feel at liberty to hold her on my own responsibility, as she belonged to the fleet employed by General Hovey in transporting his troops down the river, and as the boat had a verbal order from General Hovey to return to that point and cruise up and down the river. I will make further enquiries concerning this order, and if in any way incorrect I will again arrest her.

I have the honor to report the above facts, in order that if either of these boats goes up to Cairo they may be arrested if the papers aboard of them do not furnish sufficient evidence of full and proper clearances from the right authorities.

As large quantities of stores for the use of the rebels have passed down by here by permits of the board of trade at this place, I respectfully desire to know if we are to hereafter allow whisky, salt, and other stores to go down under their sanction alone.

I am, very respectfully, your obedient servant,

JOSHUA BISHOP,

Lieutenant, Commanding U. S. Gunboat General Bragg.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, giving list of vessels purchased and altered for naval purposes.

No. 139.]

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., November 30, 1862.

SIR: The following-named vessels have been purchased (papers all correct) and altered for naval purposes. They will go into commission on Wednesday:

Name of vessel.	No. of guns.	Name of vessel.	No. of guns.
New Uncle Sam.....	8	Florence Miller.....	6
Glide.....	6	Linden.....	6
Cricket.....	6	W. A. Healey.....	6
Silver Lake.....	6	Forest Rose.....	6
Romeo.....	6	Juliet.....	6
New Era.....	6		

They will be manned as soon as we can get men. The papers will be furnished to the Bureau of Construction without delay. I request permission to change the name of the *Florence Miller* to *Rattler*, and the *W. A. Healey* to *Rover*, as more appropriate to vessels of war.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of Navy.

[Endorsement.]

Change *New Uncle Sam* to *Black Hawk*.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Riley, U. S. Navy, for temporary command of the U. S. S. Louisville.

CAIRO, December 1, 1862.

SIR: You will take temporary command of the U. S. S. *Louisville* when her present commander leaves her, and get her ready for service with all dispatch.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant ROBERT K. RILEY,

Commanding Clara Dolson, off Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to First Master Neeld, U. S. Navy, commanding U. S. S. General Lyon, to proceed to Helena, Ark.

CAIRO, December 1, 1862.

SIR: You will proceed to Helena, report to the commanding officer at that place, and transfer your stores and provisions to the *Sovereign*, after which you will return to this place. Proceed carefully, do not run at night going down, or in fogs, and always anchor out of reach of danger.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

First Master JOHN R. NEELD,

Commanding General Lyon, Cairo.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Flanner, U. S. Navy, to proceed to St. Louis for the command of the U. S. S. New Era.

DECEMBER 1, 1862.

SIR: You will proceed without delay to St. Louis and report to Commodore J. B. Hull, U. S. Navy, for the command of the U. S. S. *New Era*, which vessel you will bring down to Cairo with as much dispatch as possible.

You will report to Lieutenant-Commander Wilson McGunnegle, U. S. Navy, for instructions in regard to shipping men for the naval service.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master E. W. FLANNER, U. S. Navy,

Cairo, Ill.

Order of the Chief of Bureau of Equipment and Recruiting to Acting Rear-Admiral Porter, U. S. Navy, to furnish list of officers and crew of the ram Sumter.

BUREAU OF EQUIPMENT AND RECRUITING,
Washington, D. C., December 1, 1862.

SIR: You will please to furnish if possible a correct list of officers and crew who were attached to the ram *Sumter*.

As you are aware, the *Sumter* was transferred from the Mississippi Flotilla to Rear-Admiral Farragut's squadron, and was subsequently abandoned by officers and men. You will also direct the paymaster of the receiving ship to furnish a statement of the accounts of said officers and men at the time of their transfer to the *Sumter*, as said vessel never had any paymaster, and no accounts were ever opened on board.

The men are scattered all over Rear-Admiral Farragut's squadron, and are clamorous for their accounts.

Respectfully, your obedient servant,

A. H. FOOTE,
Chief of Bureau.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Flotilla.

Reports of Captain Walke, U. S. Navy, regarding affairs in Yazoo River and vicinity.

U. S. GUNBOAT CARONDELET,
Mississippi River, December 1, 1862.

Dear ADMIRAL: Your very kind note of November 11 was received while I was at the mouth of White River, and it was duly appreciated; but I could not write while the vessel was underway, and I had a couple of shakes in the three days I was at Helena, and this is the first opportunity I have had to send you a reply since.

I am getting along very well with the little squadron you have honored me with, and confidently hope to accomplish all you desire. The way up the Yazoo is clear up to the fort, 23 miles above the mouth, to capture which would require a land force, particularly while the river is low. The fort is represented to be a very high bluff, concealed by another high point from view, at a near approach up the river, until you are nearly under its guns.

I am in more need of a couple of rams than any other class vessels at present. The rebels have some good, large steamers at Vicksburg, and I suppose that they will come out and surprise us, if they can, but I will keep a bright lookout for that. They can not attack us except with rams, or by boarding in the fog with large steamers. I should like to get into the new craft you have promised me this month.

The weather down here is quite pleasant; but having been constantly blockading this river, with short intervals, since the 14th of September, 1861, I shall be happy to see it opened again, as the ague and fever of this country is, like the rebels themselves, obstinate and treacherous.

We are greatly comforted by the arrival of Captain Pike's boat. Please make my regards to Pennock, and tell him I am very much obliged, and I hope he will not forget to send me an ensign, as I have not got a decent one to hoist.

I have been informed by the contrabands that the rebels are building extensive fortifications between Vicksburg and Jackson, Miss. I have also been informed by one of our pilots and one of the White River pilots that some of the mechanics from the Yazoo told them that the rebels had some five or six hundred mechanics building rams like the *Arkansas*, and converting their largest steamers into gun-boats, one of which was to mount some thirty guns. If we could get our forces down here time enough, we might make a good haul on them. I hope the rams and other boats will soon be down. The *Cairo* is detained at Memphis, I understand.

I remain, most respectfully and truly, yours,

H. WALKE,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

P. S.—I applied for a clerk when I was at Cairo, but I could not ascertain whether I was allowed one or not. I am very much in want of one; but if you can not allow me a clerk, I would be much obliged to you if you would allow John Ford (the person who has satisfactorily performed the duty of clerk for me for several months) the rate of master's mate.

Very truly, yours,

H. WALKE.

U. S. GUNBOAT CARONDELET,
Mississippi River, December 1, 1862.

SIR: The *Lexington* arrived yesterday morning, and the *Pittsburg* has arrived, conveying the *Metropolitan*, with prisoners, and I sent the *Lexington* to convey her to Vicksburg and back to Helena, as requested by the commanding officer at Memphis.

We are in want of the stores which we required before leaving Cairo, in the boatswain's, carpenter's, and master's departments, many of which were not on hand when we left, but were promised to be sent down to us. I am also in need of a flag (an ensign). The *Mound City* is in great need of an engineer, as two of her's are sick. Our provisions are getting short, but I suppose they will be down soon. We can not stow more than a month's provisions. I will have to send to Memphis for another coal barge by the *Lexington*. A good towboat would be of great service to us at this distance from Memphis. The *David Tatum*, which arrived yesterday, is of great service to us in furnishing fresh provisions, etc. I will anchor at the mouth of the Yazoo to-morrow or next day, and send the *Marmora* and *Signal* up to reconnoiter, as the river is rising at present.

I am, sir, very respectfully, your obedient servant,

H. WALKE,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

P. S.—The contrabands report the rebels burying an extensive battery of guns at Vicksburg, with their muzzles out and pointing up the river, and they are to be placed at an angle of considerable elevation, to throw their shot at the utmost range.

Very respectfully, your obedient servant,

H. WALKE,
Captain, U. S. Navy.

Special order of Captain Walke, U. S. Navy, to commanders of vessels in vicinity of Yazoo River.

U. S. GUNBOAT CARONDELET,
Mississippi River, December 1, 1862.

The commanding officers of the vessels of the squadron in this vicinity will please to keep a quarter watch during the night and sufficient steam to work their engines.

In case the enemy should fire upon any of the squadron, the vessel nearest will return the fire immediately; and in case they should fire from a battery or field artillery, all the squadron will go to quarters immediately and place themselves in such a position as to engage the enemy to the best advantage. In case of the approach of an enemy's gunboat our squadron will get underway, and the gunboats will engage her with the bow guns in the first order of sailing (being careful not to fire into each other), or such orders as may be given.

I am, very respectfully, your obedient servant,

H. WALKE,
Captain, U. S. Navy.

Expedition in view of expected attack upon Hickman, Ky., December 1-2, 1862.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Colonel Ellet, commanding Ram Fleet.

DECEMBER 1, 1862.

COLONEL: Can you send me a ram that carries a gun, without one moment's delay? Hickman, I believe, has been taken. Put on board every man you can raise. If you have no guns I will put howitzers on board. If you are all ready send me word by return of tug. The vessel will only be wanted for two days, so there need be no great preparation. Let the captain of her come and communicate with me.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Col. CHARLES [R.] ELLET, U. S. Army,
Commanding Ram Fleet, Mound City.

Report of Colonel Ellet, commanding Ram Fleet, regarding the preparation of the ram Lancaster.

STEAM RAM MONARCH,
Mound City, Ill., December 1, 1862.

SIR: The *Lancaster* will be ready to start as soon as she can get up steam. Her commander, Lieutenant Bartlett, will report to you immediately on his arrival at Cairo.

Very respectfully,

CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Prichett, U. S. Navy, commanding U. S. S. Tyler.

DECEMBER 1, 1862.

SIR: You will get underway and (with what steam power you have) with the assistance of the *Wilson*, steam tug, proceed to Hickman.

The rebels have been firing on our vessels. Shell them out if you have reason to think the inhabitants have had any hand in the business.

Make an example by destroying their property.

Carry out rigidly the general orders on this subject.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding J. M. PRICHETT, U. S. Navy,
U. S. S. Tyler, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bartlett, commanding U. S. ram Lancaster.

DECEMBER 2, 1862.

SIR: You will proceed to Columbus, where you will find the *Tyler*, Lieutenant Commanding Prichett. If she is not there, proceed to Hickman, where Lieutenant Commanding Prichett will communicate my orders to you, and you will, if necessary, cooperate with him to carry them out.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant BARTLETT,
Commanding Steam Ram Lancaster.

Letter from Brigadier-General Davies, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, expressing obligation.

ASSISTANT ADJUTANT-GENERAL'S OFFICE,
DISTRICT OF COLUMBUS, DEPARTMENT OF TENNESSEE,
Columbus, Ky., December 2, 1862.

SIR: I am exceedingly obliged to you for your prompt cooperation by sending gunboats to assist in expected difficulties at Hickman.

I have the pleasure of reporting to you the gentlemanly and courteous behavior of Captain Prichett, commanding your forces.

Very respectfully, yours,

THOS. A. DAVIES,
Brigadier-General.

Admiral PORTER.

Unofficial report from Colonel Ellet, commanding Ram Fleet.

STEAM RAM MONARCH,
Mound City, Ill., December 2, 1862.

DEAR UNCLE: Just as I was about to retire last night a tug steamed up and brought me the dispatch I enclose from Admiral Porter. As luck would have, I was at that moment transferring coal from the *Lancaster* to the *Lioness*, in order to send the latter up to Caseyville. (Brooks had telegraphed to me to do so, as there were two barges there full of coal for me.)

I immediately stopped the transfer; woke up Bartlett and everyone whom I should need; had the ammunition of the *Monarch* transferred to the *Lancaster*; sent all our deck hands and firemen over—all the well soldiers; put Captain Bouseman on as her first master, and appointed Bartlett her commander, with Warren for his second in command; sent Lindsay, my mate, over as a volunteer rifleman (I knew he would be efficient in case of a fight, either as sharpshooter, gunner, carpenter, or master), and last but not least woke up Doctor Robarts and sent him over. The doctor's ferocity at this movement was undisguised. He refused pointblank at first, stating that he had all manner of promises from you to various effects, and that he wouldn't go. Finally he consented, and the boat steamed off at about 3 a. m., carrying with her the flower of our little force at this point. I sent Bartlett down to receive further instructions, in the tug.

I hope you will approve of my doings and sayings in this matter. With the prospect of a fight before me I had to have medical assistance. I promised the doctor that the *Lancaster* should return in two days, as Porter promised, if I could effect it. It would really be outrageous if Porter was to keep her there under the circumstances. He has plenty of gunboats to take her place. Still, if I find there is a real necessity for her presence there, or anywhere else, I shall be the last to make any objections. I am glad to see that with all their turtles and broken-backed rams they still have to depend, in every emergency, on the promptness and efficiency of the Ram Fleet. As long as I have a boat, a man, or a gun, it shall never be withheld when a friend or an enemy needs them. The good of the service is the main object, and I shall sacrifice everything to that.

I am, however, pretty near the end of my tether now; I must have more men and officers sent me.

The *Lioness* will start for Caseyville to-morrow. I have sent her down to Cairo to coal. I have not yet heard from Lawrence. I will at once mail you any report I receive from him or Bartlett.

Last night, while in the very midst of preparation, a stoker, named Storey, who had been recently enlisted but not yet sworn in (I have no blanks), refused to go on the *Lancaster*, saying he did not consider he belonged to the fleet yet. Anything else, he said, he would be glad to do, but he really could not go on the *Lancaster*. I told him to pack his trunk and leave at once. He said he supposed, of course, I meant him to leave in the morning. I told him no—to leave now. So off he went in the middle of the night. It was harsh, but I thought it necessary.

I am determined to eradicate the idea that men in this fleet can shirk their duty in time of danger. The sooner that they come to know what is my intention on this point the better. I was glad to see that on this occasion Storey was the only man who offered any objections. All went with spirit and alacrity. I am confident of hearing a good account from the *Lancaster* in case she gets into a fight.

Why do you never write to me, uncle? I have only had two short letters from you since you left.

Your affectionate nephew,

CHARLES RIVERS ELLET.

Report of Lieutenant Bartlett, commanding U. S. ram *Lancaster*.

ON BOARD U. S. STEAM RAM *LANCASTER*,
Off Mound City, December 3, 1862.

SIR: Agreeable to your order of December 1, I took command of the *Lancaster*, and on the morning of the 2d, at 2 o'clock, proceeded to Cairo and reported to Admiral D. D. Porter, as ready for duty. From him I received the following orders:

Proceed to Columbus, where you will find the *Tyler*, Lieutenant-Commander Prichett. If she is not there, proceed to Hickman, where Lieutenant-Commander Prichett will communicate my orders to you, and you will, if necessary, cooperate with him to carry them out.

D. D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

In accordance to the above orders, I proceeded to Hickman, where I found the *Tyler*, and communicated with Lieutenant Prichett, and from him learned the following particulars: The captain in command of the post at Hickman, on the night of December 1, desired to send dispatches to Cairo, and signaled for a transport, which was passing up, to land; but as the boat passed on without stopping, he ordered his men to fire upon her, which they did with muskets. The captain of the boat supposing them to be the enemy, proceeded to Columbus and reported to General [Thomas A. Davies] that Hickman had been taken by the enemy, and that he was fired upon by them.

We lay at anchor off Hickman till 10 a. m., then took the *Tyler* in tow and proceeded to Cairo, arrived at that place at 7 p. m., then came to Mound City, where we arrived at 10 p. m.

I remain your most obedient servant,

E. W. BARTLETT,
Lieutenant.

Colonel CHARLES R. ELLET,
Commanding Ram Fleet.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Quartermaster Brooks, U. S. Army, suggesting the purchase of steamer Glasgow for the Marine Brigade.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., December 2, 1862.

MY DEAR SIR: I am in receipt of your letter of the 29th ultimo, in relation to a steamer for the use of the Mississippi Marine Brigade. I am very sorry that it is out of my power to forward your wishes, as far as it relates to any of the steamers attached to this squadron, as I have constant employment for all the vessels that I have. I beg leave to inform you, however, of a steamer which I think may suit you. It is the steamer *Glasgow*, at present gone, I believe, to St. Louis. She is a fine, large boat, and can be purchased, I think, at from \$40,000 to \$42,000.

Sincerely hoping that you may be successful in procuring the vessels you require,

I am, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
A. Quartermaster JAMES BROOKS,
Fiscal Agent, U. S. Ram Fleet and Mississippi Marine Brigade.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, urging restriction of traffic.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., December 2, 1862.

SIR: You will not permit any vessel to leave Memphis without a strict examination. Do not allow any boat to proceed down the river with any articles of merchandise to be landed below Memphis except at Helena, and be especially vigilant that nothing is landed at points between Memphis and Helena. You will pay no attention to any permits to the contrary, unless they emanate from me.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant JOSHUA BISHOP, U. S. Navy,
Commanding Officer U. S. Naval Forces at Memphis, Tenn.

General order of Acting Rear-Admiral Porter, U. S. Navy, regarding vessels carrying contraband of war.

General Order

No. 21.

DECEMBER 2, 1862.

Commanders of all vessels will not permit any commerce to be carried on at any points not occupied by United States troops, no matter what permits they may have unless they are mine.

The commanders of vessels will carefully examine all steamers not in the employment of the Government or carrying troops, and send to me all those carrying contraband or improper merchandise.

The object is to break up the carrying of anything into rebel ports.

I regret to say that vessels have been allowed to land goods between Helena and Memphis, and I hope a stricter lookout may be kept up in future.

The following vessels have been carrying contraband goods and must be examined by every vessel that meets them. Everything in the way of military clothing or food is contraband, men's shoes, salt, ready-made men's clothing, saddles, medicines, munitions of war, and, on the whole, it is a good plan to pass nothing.

List of vessels that are reported as having been carrying contraband of war:

Blue Wing, J. R. Williams, Black Hawk, Lake City, Conway.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to the Treasury agent, Memphis, Tenn., regarding the restriction of traffic.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., December 3, 1862.

SIR: I have reason to know that the Board of Trade in Memphis has granted licenses to carry contraband goods into rebel places, and as I do not consider that it is the intention of the Government to allow the rebels to receive such stores as will tend to prolong this war I have directed the officers under my command not to recognize any permits from any board of trade, or from a collector not appointed by the President of the United States.

I claim to have jurisdiction on the water, and I intend that all rebel depots shall be hermetically sealed.

No vessels will be allowed to land anywhere except at places occupied by United States troops, unless under observation of a gunboat, and any vessel found without a manifest from the surveyor of the port will be detained and examined.

I do not claim to have anything to do with what may go inland from any city on the river, though, if I had my way, the whole rebel population should be starved into submission.

But I will not allow any irregular contraband trade on the water, nor will I permit any officer to recognize any permit from a board of trade to land where captains may think proper, particularly as the Board of Trade at Memphis (or a member, G. P. Ware) passed some saddles after I had stopped them as contraband.

No vessel will be allowed to carry merchandise to any port below Helena, which is the lowest point occupied by the troops, where their jurisdiction ends and mine commences again.

As you have communicated with me before on this subject, and are in communication with the board of trade, please inform them of my intention.

I have come to this determination from a sense of duty, being well satisfied that large supplies of all kinds are sent into the rebel parts of the country from Memphis and Helena.

I shall stop all goods enumerated in the President's proclamation defining what is contraband. The temptation to deal in contraband is very great just now, and there is no knowing how long the war may be prolonged if the trade is not arrested.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

THOS. H. YEATMAN,

Agent Treasury Department, Memphis, Tenn.

Letter from H. J. Brooks, esq., to Acting Rear-Admiral Porter, U. S. Navy, reporting certain vessels carrying contraband goods.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., December 3, 1862.

The steamers *Blue Wing*, *Black Hawk*, *J. R. Williams*, *Lake City*, and *Conway* have been for the past month permitted to pass the port of Helena with cargoes and parts of cargoes of goods, contraband of war, down into the rebel country, some having permit from Major-General Sherman, others have clearances from the Board of Trade at Helena.

H. J. BROOKS.

Acting Rear-Admiral PORTER, U. S. Navy.

All of the above I have from good authority, and for proof of the above I cite the records at Helena.

Additional order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, regarding the absolute restriction of traffic.

CAIRO, December 3, 1862.

SIR: Your communication of November 30, 1862, has been received, and I am very much surprised, after the impressive orders I have given to the officers of this squadron "to stop trade with the rebels," to find that further orders are necessary. I am still more surprised that any officer of the Navy should go to a military commander for instructions of any kind when he has already received them from his commanding officer. I wish it understood by the officers of this squadron that I have entire control on the water; that they are to obey no orders other than those issued by me, and are to assist in no military expeditions without my authority.

Your admission that "large quantities of stores for the use of the rebels have passed down by here by permits of the board of trade at this place," will require an investigation when the public service will permit it, as it is in direct violation of the orders you have received. You will recognize no board of trade, nor allow any trade below Helena nor at any point above Helena not occupied by United States troops, and I wish to impress upon you again that the object is to break up all trade that may benefit the rebels or help to prolong this war. Obtain the President's list of contraband articles and you will see that almost everything is excluded. I wish you to remember that you carry guns and are not required to call on any Army officer to restrain any vessel. The fact of vessels carrying Government stores does not permit them to violate the revenue law or break the laws of blockade. They are good prizes under the circumstances.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding JOSHUA BISHOP,

Commanding General Bragg, Memphis, Tenn.

Order of Captain Walke, U. S. Navy, to Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. Lexington, to convoy steamer Metropolitan to Helena.

U. S. GUNBOAT CARONDELET,
Mississippi River, December 4, 1862.

SIR: You will please convoy the *Metropolitan* to Helena with the empty coal barges. I have ordered some contrabands to take passage in the *Lexington* to Helena, which I wish you would receive, and have sent from there to Cairo by the first opportunity. Have our provisions and a couple of barges of coal brought down to us and return as soon as you can for we are in need of both. There is a box of Coston night signals in the new wharf boat, which will be of no further use there, which I wish you would get for me. Bring potatoes and onions for all the vessels from Helena.

Very respectfully, your obedient servant,

H. WALKE,

Captain, U. S. Navy.

Lieutenant-Commander J. W. SHIRK,

Commanding U. S. Gunboat Lexington, Mississippi River.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding certain commodities taken from Caseyville, Ky.

U. S. GUNBOAT FAIRPLAY,
Off Cairo, Ill., December 4, 1862.

SIR: In conformity with a demand made on the town of Caseyville and vicinity the 18th of October, 1862, I have the honor to inform you that I have brought away from that place 96 bags of wheat, 13 kegs of lard, 35 barrels of whisky, 1 barrel meat, 1 barrel salt, 5 half

barrels of ale, and some small boxes of groceries belonging to a Mr. J. M. Scantlain; also 843 bags of wheat belonging to, or in the possession of, a Mr. William A. Pemberton.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Naval Constructor Hartt, U. S. Navy, announcing the completion of the U. S. steamers Romeo and Juliet.

CONSTRUCTOR'S OFFICE,
St. Louis, Mo., December 4, 1862.

SIR: I have the honor to report the departure at 3 p. m. of the U. S. steamers *Romeo* and *Juliet* from the waters of Carondelet. The draft of water of the *Romeo* when leaving was 22 inches and the draft of the *Juliet* 24 inches.

Respectfully, your obedient servant,

EDWARD HARTT,
Naval Constructor, U. S. Navy.

Commodore J. B. HULL, U. S. Navy.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Brown, U. S. Navy, to come to Cairo without delay.

CAIRO, December 4, 1862.

SIR: Yours of December 2 is received. I will see that the officers get their pay from the date of appointment by me; it would be useless to try and get the appointment altered at the Department. The water is rising. Don't wait for anything, but get here, if you have nothing on board but a handspike. Alexander Johnson's resignation has been accepted.

Turn over the receiving ship to Mr. Wilson; he and Mr. Rodgers will look out for the men. I will send a paymaster in a day or two. How many men have you shipped?

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant-Commander GEO. BROWN, U. S. Navy,
Cincinnati, Ohio.

Report of Colonel Ellet, commanding Ram Fleet, regarding the sending of rams to the Yazoo River.

STEAM RAM MONARCH,
Cairo, Ill., December 4, 1862.

ADMIRAL: I received a telegraphic dispatch late last night from Brigadier-General A. W. Ellet, stating that, for important reasons,

he desired that the rams *Monarch* and *Lancaster* should immediately reinforce the detachment at the mouth of the Yazoo River, and instructing me to communicate to you his wishes in that respect.

I have the honor to be, very respectfully, your obedient servant,
 CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Colonel Ellet, commanding Ram Fleet.

CAIRO, December 4, 1862.

SIR: Your communication of December 4 has been received. There is no reason why any reinforcement of the squadron at Yazoo should take place just now. That I will attend to, but you will have the rams ready to start at an hour's notice for such points as I may designate. Will you please send me a list of the names of the rams under your command, also the names of the commanders of them. You will please report when the rams are ready for service.

Allow me to compliment you on the prompt manner in which you complied with my order in sending the ram to Hickman three nights ago.

I am, very respectfully, your most obedient servant,
 DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Colonel CHAS. R. ELLET,
Commanding Ram Fleet.

Report of Colonel Ellet, commanding Ram Fleet, giving names of the vessels of his command and their commanding officers.

STEAM RAM MONARCH,
 Cairo, Ill., December 4, 1862.

ADMIRAL: Your reply to my communication of December 4 has been received. The following is a list of the names of the rams under my command, and of the names of their commanders:

Switzerland, Major John W. Lawrence, commanding.

Queen of the West, Captain E. W. Sutherland.

Monarch, Lieutenant E. W. Bartlett.

Lancaster, Lieutenant W. F. Warren.

Lioness, First Master Thomas O'Reilly.

Horner, First Master Robert Dalzell.

Fulton, First Master S. Cadman.

The *Horner* has been for several months up the Ohio River, and is now undergoing repairs. She is employed to carry stores for the Ram Fleet, and is in the charge of Captain George Q. White, assistant quartermaster.

I have sent the *Lioness* up to Caseyville to bring down two barges of Pittsburg coal, which are waiting at that point. I expect her return in a few days.

The company of soldiers which I am expecting has not yet arrived.

I shall do all that is in my power to have the rams under my command ready for service at the earliest possible date. The *Monarch* and *Lancaster* will take on coal to-day if it can be obtained.

Very respectfully,

CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Lieutenant-Commander Walker, U. S. Navy, Commanding U. S. S. Baron De Kalb, of arrival at mouth of Yazoo River and the capture en route of steamer Lottie.

U. S. GUNBOAT BARON DE KALB,
Mouth of the Yazoo River, December 5, 1862.

SIR: I have to report that I arrived with this vessel and reported to Captain Walke yesterday.

Coming down the river I grounded three times, but got off with little trouble.

I stopped one day at Memphis and got 40 10-inch solid shot for my guns from General Hurlbut.

From Helena I convoyed to this place the steamers *Tecumseh*, *Dacotah*, and *Sallie List*, with prisoners on board.

Rounding a point about 30 miles above Memphis, I came upon a small steamer (perhaps 15 or 20 tons), landed, with a number of people about her, apparently armed, who upon our appearance ran for the woods.

She proved to be the *Lottie*, with a permit from the Memphis Board of Trade to purchase cotton, and a man on board claiming to be a government agent, but with no papers to prove it.

She had on board liquors, tea, cotton cards, etc., but in no great quantity.

Believing her to be communicating with the enemy and smuggling, I brought her to Memphis.

Having no way of sending her to Cairo (she would have to be towed), and the gunboat *Cairo* being about coming down the river, I turned her over to the provost-marshal of Memphis, to be retained until I could report to you or furnish the testimony against her.

I am, very respectfully, your obedient servant,

JOHN G. WALKER,
Lieutenant-Commander.

Acting RearAdmiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Major Lawrence, commanding ram Switzerland, of affairs at mouth of the Yazoo River.

RAM SWITZERLAND,
Mouth Yazoo River, December 5, 1862.

DEAR SIR: I arrived at this point at 5 o'clock this p. m. and have made my report to Captain Walke. He seems much of a gentleman. His instructions to me are to be on the alert, as he expects a rebel ram, and if one comes in sight to "pitch in"—very concise, to the point, and not to be misunderstood. I will obey his instructions as near as possible. We have had no trouble since we left Helena, except that we lost our anchor last night just as we stopped. The chain parted. I think it was through bad management. The *Queen* is now aground a few miles above us at Paw Paw Island. The pilot disobeyed, for his orders were to follow directly in our wake. But instead of doing that, he went to one side, and the consequence is he is aground. As it was getting late, and I was close to the fleet, and it being dangerous for us to run in where they were after night, I thought I had better come down and make my report. Captain Walke very kindly sent the *Marmora* (a light-draft boat) up to her assistance. If she fails to pull her off, I will go up in the morning and do what I can.

I have procured contrabands enough for deck hands. If you will allow me, I would suggest that you bring down several anchors with you when you come, as each boat should have at least three—two large and one small one. We are attached to the *Baron De Kalb* to-night and Captain Walke said he thought he could spare me an anchor till you come down. I spoke to you about castings for our stove; they had not come to Helena when we left. I wish that the first ram that comes down would stop at Memphis, go to the foundry, and see if the castings are there, and if they have been sent to Helena, would stop there and get them; for we are needing them very much, as the stove is dangerous in the condition it is now in.

If the rebel ram comes along here, you may expect to hear of it or the *Switzerland* being sunk, for I will go into her at all hazards. I forgot to state that we have had but one pilot all the way, nearly, Roach having metastasis from parotitis, but he is getting better. Captain Garvey I think one of the best pilots I ever saw, and a good man every way. The more I see of him the better I like him. I think he is brave, and I think I can depend on him when it comes to a fight. I begin to feel that the crew has confidence in me now. I shall not close this now, but wait till I have a chance to send it, and then add some more.

Your obedient servant, etc.,

J. W. LAWRENCE,
Major, Commanding.

Colonel CHARLES RIVERS ELLET.

LATER.—December 7, 1862: I add a few more lines this morning. The *Queen* was got off by the *Marmora*. McKay run her aground. I have no confidence in him as a pilot at all. We succeeded in getting an anchor, but had some little difficulty with one of the under officers about it. I will tell you all when I see you. So far I have failed to get any supplies from the Navy. At Helena I had to appoint Cap-

tain Sutherland quartermaster pro tem. and get supplies from the Army. I told the naval officers that the admiral promised me supplies from the Navy, but they said that they had none for me, so I had to get of the Army the best I could. Captain Walke was much pleased that the rams came down, for he was uneasy about the rebel rams, from what I could learn. In fact, he had anchored his fleet at Milliken's Bend till we came here. So he has some confidence in the rams at least. The weather is very pleasant here and if those rams do not come up we will have nothing to do. The Yazoo is too low for us to go up. The *Marmora* has been up, but discovered nothing. But I must close. I will try and keep you posted. Hoping to hear from you soon.

J. W. LAWRENCE.

P. S.—I have just seen Captain Walke and he tells me that he will furnish me with supplies, fresh meat, etc. He has given me instructions how to act in case of an attack, either from land or water. He seems to have great confidence in the rams in case of an attack from water. We are to push right into them if they make their appearance, without waiting for signals, orders, or anything of the kind, and you may rest assured that my boat will do her duty. But I don't think there is any danger of an attack at all. The river is falling.

J. W. L.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to the Assistant Secretary of the Navy, urging the need of men for his command.

Unofficial.]

CAIRO, ILL., December 5, 1862.

MY DEAR FOX: I enclose you a note received from Carter. Why can't you allow him to send me men? Remember that I am sending away 600 sick and broken-down men in the squadron, turning out lazy deck hands on transports at \$30 a month, and substituting ordinary seamen and contrabands. The vessels are only half manned, and as yet we can get no more men. Everyone is expecting a great deal from us.

I send the vessels out if they can only man one gun.

The draft they sent us from New York was all boys and very ordinary landsmen. All the old sailors are mostly broken down. I take the last man I have to send off the *Louisville*, which I have just thoroughly repaired.

I would not trouble you if I could possibly get along. Everything else is going on nicely here. I hear nothing from McClernand. Grant is pushing on, trying to get to Jackson. I am in hopes Walke is up the Yazoo before this with all the ironclads and light-drafts I could get off. I go down Monday, and shall leave 10 light-drafts without men. I was in hopes of getting them up the small rivers with the first rise, which is now coming.

I remain, very truly, yours,

D. D. PORTER.

GUSTAVUS V. FOX,

Assistant Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, regarding the names of vessels.

NAVY DEPARTMENT, *December 5, 1862.*

SIR: Your No. 139, reporting names of vessels purchased, has been received.

The name of the *Florence Miller* may be changed to *Rattler*, agreeably to your request. As there is already a *Red Rover* and a *Young Rover* in the service, you may call the *W. A. Healey* the *Springfield*. Change the name of the *New Uncle Sam* to *Black Hawk*.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, regarding arrival of that vessel at Memphis for repairs.

U. S. S. GENERAL BRAGG,
Off Memphis, Tenn., December 5, 1862.

SIR: I have the honor to inform you that I arrived here on the morning of the 4th instant. The U. S. gunboat *Cairo* proceeded immediately down the river. After provisioning this vessel, the steamer *Sovereign* proceeded to Helena.

I called upon Brigadier-General Hurlbut, commanding at Memphis, and requested to be permitted to use the machine shop.

He gave orders that I should have all the assistance I wished.

I have not been able to ascertain whether the material is at this place.

It will be necessary to lay this vessel up at the bank to raise the wheels, and raise the outer end of wheel shafts, in order to line up the engine.

I will proceed to make the repairs as rapidly as possible. I have the honor to be, sir, very respectfully, your obedient servant,

JOSHUA BISHOP,
Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of the Secretary of the Navy to Lieutenant-Commander Phelps, U. S. Navy, to furnish detailed information regarding captures in Western waters.

NAVY DEPARTMENT, *December 6, 1862.*

SIR: You are hereby directed to ascertain what war vessels, merchant vessels, cargoes, merchandise, munitions of war, or other supplies of the rebels have been captured by the naval forces upon the Western rivers since the commencement of the present rebellion; the circumstances attending the captures; the disposition made of such

captures; if sold, by whom; the appraised value, when appraisal has been made; the names of the officers and the men entitled to share in the captures, and such further information as you may deem advisable, and make a full report of the same to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of Navy.

Lieutenant-Commander S. L. PHELPS, U. S. Navy,
Mississippi Squadron.

*General instructions from Acting Rear-Admiral Porter, U. S. Navy,
to Lieutenant Gwin, U. S. Navy, commanding U. S. S. Benton.*

CAIRO, ILL., December 6, 1862.

SIR: On your arrival at Helena you will send the *Bragg* to Memphis without delay to repair thoroughly.

You will follow her with the *Benton*, if there is not any danger of the water falling, or if there is no absolute necessity for your staying there to protect the army, and will make such arrangements as may be necessary to put into operation the machine shop at that place.

Mr. Rowe has been appointed master machinist at a salary of \$1,500 per annum, and you will enter into a calculation with him as to how many men will be required to carry on the work.

There may be some trouble about the claims of different parties, but their interests must give way to the public good.

I am of opinion, however, that the machine shops lately occupied by the rebels will be amply sufficient for our purposes.

I wish to call your attention to the general order (concerning contraband trade) sent herewith. Carry it out to the letter. Make enquiries when you go down as to what vessels appear to have been engaged in this business, and obtain all the evidence you can against them. If, in your opinion, any of them have been aiding the rebels in any way, let me know.

Part of your crew have been taken by Captain Walke on an expedition; obtain them as soon as possible.

Keep yourself coaled and in readiness to move.

If time permits I will send you more IX-inch guns.

Take charge of coal barges and see them safely moored, and prevent the troops, if you can, from stealing our coal.

Receive no orders from military authority, but cooperate with them when it may be necessary to defend a post which you may be near to.

Obtain all the single, good, able-bodied contrabands you can find. Confine yourself to the allowance for your own ship and send the rest to the receiving ship at Cairo.

I send you the complement of men and officers for your vessel.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant Commanding WM. GWIN, U. S. Navy,
Commanding U. S. S. Benton.

Report of Lieutenant Bishop, U. S. Navy, regarding the rearrest and release of the steamer Minnehaha.

U. S. S. GENERAL BRAGG,
Off Memphis, December 7, 1862.

SIR: I have the honor to report that I rearrested the steamer *Minnehaha* at Helena on the morning of the 3d instant, as I was informed by a member of the board of trade at that point that they intended sending her to Memphis for the decision of the agent of the Treasury Department, and as I had arrested her for making a landing at Friars Point, and being below that point without permits, and being a prize to the Navy if confiscated, I did not desire that she should be taken out of my hands.

Upon my arrival here, I referred the matter to the agent of the Treasury Department.

After investigating the matter, Mr. Yeatman wrote me the enclosed letter, when I released the vessel.

I am, sir, very respectfully, your obedient servant,

JOSHUA BISHOP,
Lieutenant, Commanding U. S. S. General Bragg.

Acting Rear-Admiral D. D. Porter,
Commanding Mississippi Squadron.

[Enclosure.]

MEMPHIS, December 6, 1862.

DEAR SIR: Captain White, of the steamer *Minnehaha*, having complied with the requisitions required of him by this Department, you will please release to him his boat.

Very respectfully, yours,

T. H. YEATMAN,
Special Agent, Treasury.

Captain BISHOP,
U. S. Gunboat General Bragg.

Joint Army and Navy operations against Vicksburg, Miss., and in the Yazoo River, December 7, 1862, to January 3, 1863.

[Telegram.]

WAR DEPARTMENT,
Washington, December 7, 1862.

The capture of Grenada may change our plans in regard to Vicksburg. You will move your troops as you may deem best to accomplish the great object in view. You will retain till further orders all troops of General Curtis now in your department. Telegraph to General Allen at St. Louis for all the steamers you may require. Ask Admiral Porter to cooperate. Telegraph what are your present plans.

H. W. HALLECK,
General-in-Chief.

Major-General GRANT,
Abbeville, Miss.

[Telegram.]

HDQRS. 13TH ARMY CORPS, DEPT. OF THE TENNESSEE,
Oxford, Miss., December 8, 1862.

You will proceed with as little delay as possible to Memphis, Tenn., taking with you one division of your present command. On your arrival at Memphis you will assume command of all the troops there and that portion of General Curtis's forces at present east of the Mississippi River and organize them into brigades and divisions in your own way. As soon as possible, move with them down the river to the vicinity of Vicksburg, and, with the cooperation of the gunboat fleet under command of Flag-Officer Porter, proceed to the reduction of that place in such a manner as circumstances and your own judgment may dictate. * * *

U. S. GRANT,
Major-General.

Major-General W. T. SHERMAN,
Commanding Right Wing.

Letter from Major-General Sherman, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, requesting assistance of gunboats in preliminary work at Memphis.

HEADQUARTERS RIGHT WING, ARMY OF THE TENNESSEE,
Oxford, [Miss.], December 8, 1862.

The movement thus far has been eminently successful. General Grant's moving down directly upon the enemy's strong lines behind Tallahatchie, while the Helena force appeared unexpectedly on their flank, utterly confounded them, and they are now in full retreat, and we are at a loss where they will bring up. We hope they will halt and reform behind the Yalobusha, with Grenada as their center. If so, General Grant can press their front, while I am ordered to take all the spare troops from Memphis and Helena and proceed with all dispatch to Vicksburg.

Time now is the great object. We must not give time for new combinations. I know you will promptly cooperate. It will not be necessary to engage their Vicksburg batteries until I have broken all their inland communication. Then Vicksburg must be attacked by land and water. In this I will defer much to you.

My purpose will be to cut the road from Monroe, La., to Jackson, Miss., and then appear up the Yazoo, threatening the Mississippi Central Road where it crosses the Big Black.

These movements will disconcert the enemy and throw them on to Meridian, especially as General Grant presses them in front. All this should be done before the winter rains make General Grant's roads impassable. I will leave for Memphis to-morrow (Tuesday) night and will reach Memphis with one of my old divisions Friday night. We ought to leave Memphis before the 20th, and I do earnestly desire you should meet me there at all events. Even if the larger gunboats can not proceed at once, send the light-draft down with Captains Phelps, Gwin, Shirk, or some officer to assist me in preliminary work. Of course Vicksburg can not be reduced till you arrive with the large gunboats.

General Grant's purpose is to take full advantage of the effects of this Tallahatchie success.

I am, with great respect,

W. T. SHERMAN,
Major-General, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding U. S. Naval Forces, Cairo, Ill.

Report of Captain Walke, U. S. Navy.

U. S. GUNBOAT CARONDELET,
Mouth of the Yazoo River, December 8, 1862.

SIR: The *Baron De Kalb*, conveying three transports, arrived here; also the rams *Switzerland* and *Queen of the West*. I sent the *Marmora* and tug up the Yazoo again to sound, etc. We shall require some land force to clear the Yazoo, I think. A contraband from Yazoo City this morning tells me that the rebels have no rams or gunboats up the Yazoo, but that they have a heavy timber barricade at or near the fort, 23 miles above, which he says mounts ten guns. I have sent the *Signal* to Helena for coal. The *De Kalb* came down short of coal, and Lieutenant-Commander Walker told me that Lieutenant Commanding Bishop did not intend to send me any coal, as he thought we had enough.

The *Marmora* and tug returned from a reconnoissance up the Yazoo this afternoon, and found nearly 7 feet of water on the bar; but he saw no change along the banks of the river since the other day. I expect the river to be high enough, in a day or two, to go up the Yazoo with some of the ironclads. It is reported here that Admiral Farragut is below at Port Hudson.

A white man who has been a resident on the banks of the Yazoo River came on board this morning (December 8), and informs me that the rebels have built, or are building, two or three ram gunboats at Yazoo City, though not yet finished. I intended to have gone up the Yazoo this morning with a couple of ironclads, but the river has fallen considerably since the 6th instant. I will send the *Marmora* about 10 miles up this morning. The two refugees came on board to avoid being forced into the rebel army; one I sent to Memphis and the other (Thomas Fagan) to Cairo. They say that the materials for the rebel rams were sent from Richmond, Va., and they are to be ready by Christmas.

I am, sir, very respectfully, your obedient servant,

H. WATKINS,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, regarding expected meeting at Memphis.

CAIRO, ILL., December 11, 1862.

GENERAL: I will likely see you in Memphis in a day or two. I only remain here to finish up my business.

I have sent off every vessel I have. They are all down the river or getting down, and it has been hard work, I assure you, getting these vessels ready with the small means I have had at my command. The Department has neglected me entirely, and neither supplied me with men, provisions, medicines, nor clothing, but I send the vessels off if they can only fight one gun. Some are 50 men short. I have now 10 light-draft steamers ready for service and not a man can I get for them. I expected that the Government would send men from the East, but not a man will they send or notice my complaints, so we will have to go with what we have.

By the time we get Vicksburg I hope to have all these light-drafts ready to shove up Red River, where the rebels have all their supplies.

The naval attack on Vicksburg will not amount to much. It will be mostly an army affair, for they will evacuate, if your force is at all what I suppose it will be. I hope the rebels will not have a chance to escape to Monroe, which some of them will attempt to do. But that the gunboats can prevent, with a small land force to let them know, should the rebels try to go out by night.

I shall see you soon after this letter reaches you.

I remain, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Brigadier-General W. T. SHERMAN,

Memphis, Tenn.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Brigadier-General Ellet, U. S. Army, regarding his rams.

CAIRO, ILL., *December 11, 1862.*

GENERAL: I leave here for Memphis to-morrow. You had better come on and follow down with the rams. Operations will commence at once or shortly.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Brigadier-General A. W. ELLET, U. S. Army,

Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, to be in readiness to proceed down the river.

CAIRO, ILL., *December 12, 1862.*

COLONEL: The *Romeo* and *Juliet* both go down to-morrow. The paymaster can go in either of them; the enclosed orders will entitle him to a passage. I have written to the general that I am going below, and for him to follow me. He will be here in a day or two, and so you had better be ready for him. If you have one of the rams ready, let her report to me, and Captain Williams may find it more agreeable to go down in her.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Colonel CHAS. R. ELLET.

Order of Acting Rear-Admiral Porter, U. S. Navy, to First Master O'Reilly, commanding ram *Lioness*, to proceed to mouth of Yazoo River.

CAIRO, *December 12, 1862.*

SIR: Proceed down the river until you fall in with the Mississippi Squadron, near the mouth of the Yazoo River, when you will report to Captain Walke, of the U. S. Navy.

Please deliver the accompanying dispatch to General Sherman, at Memphis.

If, while going down the river, you meet with any vessels loading with cotton, lay by them and afford them protection while they are so doing.

It is an object to save coal. Carry low steam, and as the river is low proceed cautiously.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

First Master THOS. O'REILLY,

Commanding Steam Ram Lioness, off Cairo.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding a call for assistance from Major-General Grant, U. S. Army, and general affairs relating to the squadron.

No. 233.]

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., December 12, 1862.

SIR: I leave to-morrow with the last of the vessels that are undergoing repairs. General Grant has called on me to assist him; he is marching on to Vicksburg. He moved down directly on the rebel strong lines behind the Tallahatchie River, while a force from Helena appeared unexpectedly on their flank, making them retreat in confusion, apparently, but I think for the purpose of drawing him (General Grant) away from his supplies. It is expected that they will halt and reform behind Yalobusha River, at which place (if we can get our light-drafts up the Yazoo) we will cut them off from Vicksburg.

General Sherman will leave Memphis by the 20th instant with all the spare troops to be found there and at Helena, and proceed with all dispatch to Vicksburg, where he asks the cooperation of the navy, which I am ready to give him. The vessels are only half manned, and poorly at that, but we will do our best. I have only succeeded in manning six of the light-draft vessels, and have eight more nearly ready, without a man for them.

I have rendezvous all over the West, but so far have succeeded only in getting enough to man the *Chillicothe* and *Indianola*, which vessels are still detained (ready for service) up the river for want of sufficient water to enable them to come down.

If the Department could only send men enough to man the seven light drafts, it would enable me to push right up the Red River the moment we pass Vicksburg, if we do pass it at all. I was in hopes the generals would put off this movement a short time longer to let

the river rise, but the rains that would affect the river would impede the progress of the army, and time can not be lost.

General McClernand is not heard of at all. I doubt if he has any troops at his disposal, or will have any; all those that have passed here are for General Grant. He (General McClernand) has never communicated with me in any manner. I shall be ready also to cooperate with him when he comes; none of them shall complain of want of assistance. The mortar boats have all been condemned and are in a sinking condition, and we will have to do without them, and, indeed, we have no men to man them. Six hundred sick and discharged men make a great vacancy in the squadron. I have to take all the mortar men to man the ship.

The *Eastport* and *Bragg* are laid up for indispensable repairs, but I have four of General Ellet's rams in their place. The general proceeds slowly with his brigade, and gets no assistance from the Army. He will not raise it at all, from present appearances.

We have done a great deal of work in the last six weeks. The hospital vessel has been completed, and has every convenience that could be desired. The ram *Sampson* has been converted into a floating blacksmith shop, with every appliance for repairs of machinery. The receiving ship has been put in thorough order, and made complete throughout for 600 men and with accommodations for officers for temporary quarters. Six tugs have been thoroughly repaired, and go down with me to-morrow.

The *Carondelet*, *Cincinnati*, *Baron de Kalb*, *Louisville*, *Tyler*, and *Lexington* have undergone thorough repairs. Three ironclad vessels have mounted new batteries and have had their boilers perfectly protected with heavy oak casemates, covered with iron.

The *Louisville* has been fitted with a wheel over her stern that turns her round on her center with great rapidity, making her a very formidable vessel, and worth any two of the others, which can't turn at all (especially in a tideway), and are almost useless in fighting head downstream.

We have also fitted out here two light-draft ironclads and equipped a floating blacksmith shop for the station, a large barge covered in.

The *Black Hawk*, one of the finest boats on the river, has been remodeled internally and fitted up as a school-ship, with accommodations for 500 men and officers, with fine hospital arrangements, conveniences as a storeship, and fitted with syphon pumps, capable of raising any vessel that may sink. She has a fine battery of eight guns of different caliber, two of them long rifle guns of great range. Her present crew is small, as we have to send off the recruits (raw as they are) to the vessels in want of them.

The organization of the squadron is now entirely naval, no one being employed who is not regularly shipped according to naval rules. This reduced our number of men, as I had to discharge many deck hands on the transports (who were receiving a dollar a day) and supply their places with contrabands and seamen.

Five light-draft steamers have been refitted and sent up the Tennessee and Cumberland rivers and have entirely put a stop to the guerrillas in that direction, and vessels go up and down those streams without molestation. Not a shot has been fired at any vessel this side of Helena since the measures I have taken to put a stop to guerrilla

warfare have been enforced. Commerce is beginning to appear, and the levee here is filled with cotton which the railroads are not able to remove. It is coming in quite rapidly.

Altogether the prospect is improving, and if the Mississippi can be opened I think it can be kept so.

I hope the Department will consider my scarcity of men and enable me to carry out plans which I know will put a stop to the rebellion on these rivers.

If we have committed some few mistakes in making our appointments and given the Department some extra labor, I hope you will take into consideration the confused state of affairs in this squadron, owing to its former mixed organization and the difficulty of finding out who did and who did not belong to the Navy.

I have the honor to remain, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, of the destruction of the U. S. S. *Cairo*, December 12, 1862.

U. S. S. *BLACK HAWK*, December 17, 1862.

SIR: I regret to inform you that the *Cairo* (ironclad) has been blown up by a torpedo in the Yazoo River. Nobody hurt. The vessel went down in twelve minutes. I gave Captain Walke orders to hold Yazoo River at all hazards, and it was while the vessels were employed in taking up the torpedoes (of which great numbers have been planted there) that the *Cairo* incautiously proceeded too far ahead, another steamer being in advance of her, when the torpedo exploded under her, knocking out her bottom. It was all done in the line of duty and will not prevent me from carrying out my original intentions. We may lose three or four vessels, but will succeed in carrying out the plan for the capture of Vicksburg. The wires of the torpedoes are being cut and the torpedoes removed, and we are now in command of the landing for the disembarkation of the army destined to march into the city.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

Detailed report of Acting Rear-Admiral Porter, U. S. Navy, of destruction of U. S. S. *Cairo*.

No. 251.] U. S. MISSISSIPPI SQUADRON, December 17, 1862.

SIR: When I sent you my dispatch notifying you of the loss of the *Cairo*, I had not examined carefully all the accompanying reports, being pressed for time, and I left it to the Department to judge where

the blame lay. My own opinion is that due caution was not observed and that the vessels went ahead too fast. These torpedoes have proved so harmless heretofore (not one exploding out of the many hundreds that have been planted by the rebels) that officers have not felt that respect for them to which they are entitled. The torpedo which blew up the *Cairo* was evidently fired by a galvanic battery, as in some of them which were afterwards taken up the officers followed the wires over 400 yards from the river banks and would have followed them up but for fear of surprises. Lieutenant-Commander Selfridge was proceeding with proper caution before the accident, and the *Marmora* was proceeding ahead of him some distance, while the boats were cutting the wires and dragged the torpedoes to the bank. Several had been safely disposed of when the *Signal* commenced firing musketry, and as the river bank was full of sharpshooters Lieutenant-Commander Selfridge went to assist her, supposing she was attacked. It appears she was firing at floating torpedoes. Not obeying the signal made to her to return, Lieutenant-Commander Selfridge went up to hail her, and in doing so lost his vessel. The boats were doing their work very effectually, and had the orders of Captain Walke been carried out no accident could have occurred.

The torpedoes were known to be there in numbers, and every precaution should have been observed. Lieutenant-Commander Selfridge, however, did not go ahead with his vessel until his pilot assured him that everything was clear. In my orders to Captain Walke I directed him as follows:

Send on the *Signal* and *Marmora* with some good marksmen, besides their crews; let them hold on to all they can until you can get your large vessels in. We must make a landing for the army at all hazards and prevent the rebels from raising batteries, etc.

The first part of the order was executed, and the *Signal* and *Marmora* proceeded 30 miles up the river until stopped by the batteries. They were attacked by guerrillas, whom they easily drove off, but they returned again to Captain Walke and enabled the rebels to plant torpedoes between that time and the return of the second expedition, when the *Cairo* was lost. What was the cause of the return of the light-draft vessels in the face of my order I have yet to learn. I do not see anything to reprehend in the course of Lieutenant-Commander Selfridge, except being rather incautious.

His vessel is a great loss to us. She was in splendid order and had just been made shot-proof with railroad iron, where she was before vulnerable. He is too good an officer to lose his services just now, and I have put him in command of the *Conestoga*, which was vacant, trusting that he may be more fortunate hereafter, this being the second time during the war his vessel has gone down under him. The conduct of the officers and crew was admirable; everything was conducted with perfect coolness and not a man was lost, although so short a time elapsed between the explosion of the torpedo and the sinking of the vessel that nothing was saved except a few hammocks and bags belonging to the men, which floated off. In a few minutes after the *Cairo* sunk nothing could be seen but the top of her pipes, which the ram *Lioness* hauled out and sunk to prevent the rebels from finding the spot.

This affair will give me some extra trouble, but I hope to succeed nevertheless, though this leaves me only six vessels which can go under a battery.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

CAIRO, ILL., *December 18, [1862].*

(Received 5:50 p. m.)

Lieutenant-Commander Selfridge has just arrived with the officers and crew of the gunboat *Cairo*, destroyed by the bursting of torpedo while on a reconnoissance in the Yazoo River. No lives lost.

A. M. PENNOCK,

Fleet Captain and Commander.

HON. G. WELLES.

Report of Captain Walke, U. S. Navy, of destruction of U. S. S. *Cairo*.

U. S. GUNBOAT CARONDELET,

Mouth of the Yazoo River, December 13, 1862.

SIR: On the 11th instant I dispatched the *Marmora* and *Signal* up the Yazoo River on a reconnoissance, and they returned in the afternoon, having ascended about 20 miles, where they were apprised of the presence of a number of torpedoes by the unaccountable number of small scows and stationary floats of various kinds along the channel of the river, and the explosion of one of them near the *Signal*. They immediately returned down the river, the *Marmora* exploding another by firing their muskets at the head of it, which was visible above the water.

Captains Getty, of the *Marmora*, and Scott, of the *Signal*, informed me that they could destroy all of these torpedoes with perfect safety, if I would have them protected by one or two gunboats, as there was water enough to admit them, and the river is rising. I resolved therefore, after consulting with Lieutenants Commanding Walker, Selfridge, and Hoel, of the *Baron De Kalb*, *Cairo*, and *Pittsburg*, to send Lieutenant Commanding Selfridge, at his own request (the *Cairo* being the fastest and lightest draft gunboat), with the *Pittsburg*, Lieutenant Commanding Hoel, and with the ram *Queen of the West*, whose commander desired to accompany the expedition, to protect the *Marmora* and *Signal* while clearing the river of torpedoes. I cautioned the commanding officers of all the boats of the expedition (being present), and Captain Selfridge in particular, to be very careful not to run their vessels in among the torpedoes, but to avoid the channel where they were set; to scour the shore with small boats and haul the torpedoes on shore, and destroy them before proceeding

farther up the river; that this duty would be performed by the *Marmora* and *Signal* and the ram would follow astern of them, and the gunboats should be kept in the rear of all, so that they could shell the banks of the river above them if necessary. These instructions I repeated positively; and also, that if there was any apparent danger in the execution of them to relinquish the project and return until better means could be obtained to scour the shores and drag out the torpedoes.

At 7.30 o'clock yesterday morning the expedition proceeded up the Yazoo according to my orders, and returned, minus the *Cairo*, about 5 o'clock in the afternoon of the same day. Lieutenant-Commander Selfridge came on board and reported the loss of the *Cairo* by the explosion of a torpedo under his port bow while urging the *Marmora* (having passed the other boats) through the midst of them; he being under the impression that they were harmless, or that there was no danger to be apprehended from them. After the explosion, which blew a very large hole up through the forecastle near the port bow gun, the *Cairo* was run on shore, and sunk in about ten minutes out of sight, except her light spars and smokestacks. After the accident to the *Cairo*, ten torpedoes were destroyed by the expedition.

I have ordered the *Marmora* to proceed to Cairo with the officers and crew of the gunboat *Cairo*, and I have ordered Lieutenant Commanding Selfridge to report to you in person. Fortunately, there were but a few persons injured on board the *Cairo*, and none of them very seriously.

I herewith enclose the reports of the several commanders of the vessels on that sad occasion, which would have been avoided if my instructions had been followed.

I am, sir, very respectfully, your obedient servant,

H. WATKES,

Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

Report of Acting Ensign Fentress, U. S. Navy, commanding a detachment of sharpshooters on board the U. S. S. *Marmora*, of destruction of U. S. S. *Cairo*.

U. S. S. CARONDELET,

Off Mouth of Yazoo River, December 13, 1862.

SIR: In obedience to your order I proceeded yesterday morning at 7 a. m. with 20 men from this vessel on board the steamer *Marmora*, to act as sharpshooters on an expedition up the Yazoo River. At 7:30 a. m. the expedition got underway, the *Marmora* taking the lead. We proceeded up the river very slowly, and met with no resistance. At 10 a. m. we picked up a boat containing a white man and a negro. At 11 a. m. (or near) we hove in sight of the sunken torpedoes of the enemy.

The *Marmora* being about 100 yards in advance, her engines were stopped, and the fleet closed up to "close order." The steamer *Cairo* came nearly abreast of us, and hailed the *Marmora* to "go ahead," which order was obeyed, and we moved ahead very slowly. Soon we discovered an object ahead, resembling a small buoy, and I requested

Captain Getty to allow me to examine it. As I approached it, I found a boat from the *Cairo* on the same errand, and I pushed forward to reach a line that I saw on the bank. As soon as I could I severed the line with my sword, and a large object immediately arose in the middle of the river. Pulling to it by the line, I soon discovered it to be some "infernal machine," and upon closer examination I found a wire running from it to the shore, and was ordered from the *Cairo* to cut it, which I did, and towed the torpedo to the *Marmora*. As I was engaged in breaking it to pieces, I heard an explosion from the *Cairo*, and on looking up I saw her anchor thrown up several feet in the air. In an instant she commenced to settle, and was run to the bank and a hawser got out; but shortly she slid off the bank and disappeared below the water. Every possible assistance was rendered by all the fleet, while they shelled the banks on both sides of the river. During the time that the *Queen of the West* was destroying all traces of the *Cairo*, a party was sent to destroy the remaining torpedoes.

At 3:30 p. m. we commenced our descent of the river, and after shelling several places where pickets were seen, we arrived safe in sight of our squadron at anchor off the mouth of the Yazoo River.

I have the honor, sir, to be,

Very respectfully, your obedient servant,

WALTER E. H. FENTRESS.

Captain HENRY WALKE,

Commanding U. S. S. Carondelet, Mississippi River.

[Enclosure—Drawing.]

DESCRIPTION.

A, the rope by which the engine was sunk. B, a log of wood attached to the vessel C (containing the bursting charge) by the bands F. D and E, wires running into the vessel containing bursting charge. H, weight by which the engine was kept under.

A view of the "infernal" captured up the Yazoo.

Respectfully, yours,

W. E. H. FENTRESS.

Report of Lieutenant-Commander Selfridge, U. S. Navy, late commanding U. S. S. *Cairo*.

U. S. GUNBOAT SIGNAL.

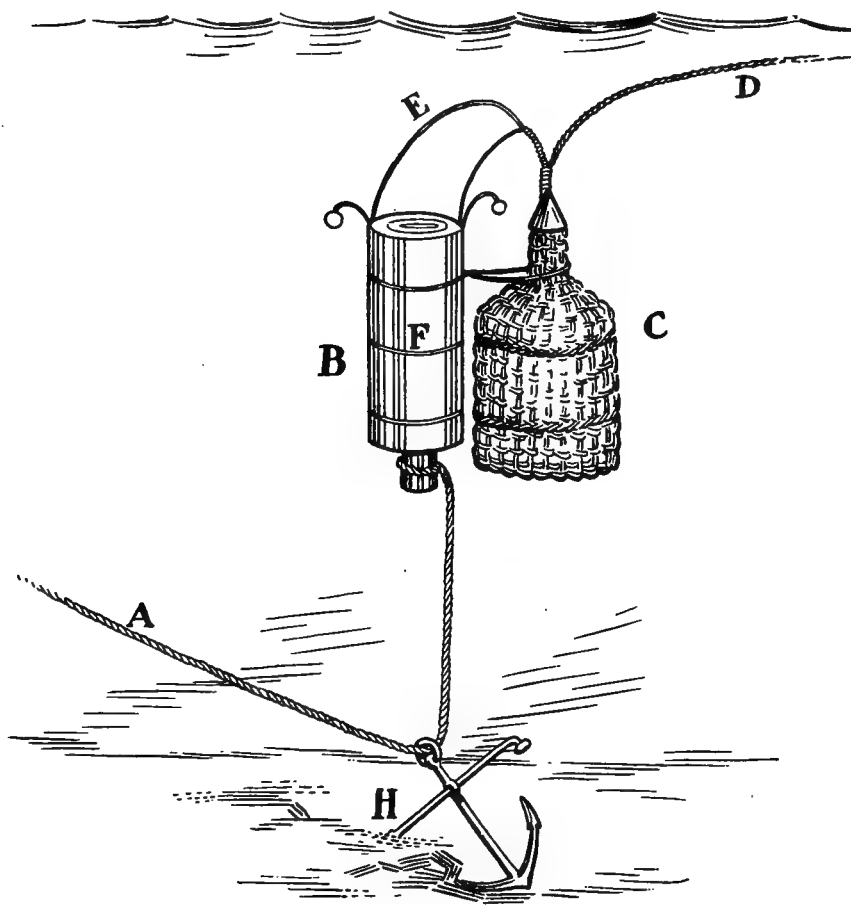
Off Yazoo River, December 13, 1862.

SIR: It becomes my painful duty to announce to you the total loss of the gunboat *Cairo* while under my command, from the explosion of two torpedoes under or near her, placed in the Yazoo River some 16 miles from its mouth.

I left our anchorage at about 8 o'clock a. m., December 12, in company with the gunboats *Pittsburg*, *Marmora*, *Signal*, and ram *Queen of the West*, under orders from Captain Walke to proceed carefully up the Yazoo to where torpedoes had been discovered the day before and to effect the destruction of as many as possible. It was understood that the light gunboats were to go ahead, followed by myself and the *Pittsburg*, to protect them by shelling the woods on the river bank.

Arriving near the spot indicated, when the leading gunboat, the *Marmora*, was partially hidden by a bend in the river, a heavy fire of musketry opened; the steamer commenced backing at the same time, leading me to suppose she was attacked from the shore. I hastened up to her support, when I found the firing was from the *Marmora* at an object—a block of wood—floating in the water.

I ordered her to cease firing and to lower a boat to examine. They either did not hear my order or were loath to obey it, and showing no



signs of executing it, I lowered one of my own boats. They fished it up and found it to be a portion of a torpedo which had exploded the day before.

In the meanwhile, the head of the *Cairo* having got in toward the shore, I backed out to straighten upstream, and ordered the *Marmora* to go ahead slow. I had made but half a dozen revolutions of the wheel and gone ahead perhaps half a length, the *Marmora* a little ahead, leading, when two sudden explosions in quick succession occurred, one close to my port quarter, the other apparently under my

port bow—the latter so severe as to raise the guns under it some distance from the deck.

She commenced to fill so rapidly that in two or three minutes the water was over her forecastle. I shoved her immediately for the bank, but a few yards distant, got out a hawser to a tree, hoping to keep her from sliding off into deep water. The pumps, steam and hand, were immediately manned and everything done that could be.

Her whole frame was so completely shattered that I found immediately that nothing more could be effected than to move the sick and the arms. I ordered the *Queen of the West* alongside and passed what articles I could get at into her, with a portion of the crew, the remainder taking to our boats. The *Cairo* sunk in about twelve minutes after the explosion, going totally out of sight, except the top of her chimneys, in 6 fathoms of water. I am happy to say that, though some half a dozen men were injured, no lives were lost.

I can not speak too highly of the officers' and men's behavior; there was perfect discipline and order to the last. The crew remained at the quarters until ordered away, and did what little that could be done under the circumstances.

The most of the bags and hammocks were saved, as was everything that floated from the wreck. In the meanwhile I directed Captain Hoel, of the *Pittsburg*, to send boats up the shore under cover of his guns to destroy and discover the mode of firing these torpedoes. Several of them were destroyed, but I leave the particulars to his report.

Having accomplished all that was in our power and destroyed what vestige of the unfortunate *Cairo* that remained above water, it was with deep regret and melancholy that I felt obliged to return down the river.

I have nothing to add in justification of myself that does not appear in this report.

Though I found we were in the vicinity of torpedoes, there were no signs to show at the time that any were in my immediate neighborhood, the *Marmora* having passed ahead of me.

Very respectfully, your obedient servant,

THOS. O. SELFIDGE,
Lieutenant-Commander.

Captain HENRY WALKE, U. S. Navy,
Commanding Naval Forces off Yazoo River.

Report of Acting Volunteer Lieutenant Hoel, U. S. Navy, commanding U. S. S. *Pittsburg*, of destruction of U. S. S. *Cairo*.

U. S. S. PITTSBURG,
Off Yazoo River, December 13, 1862.

SIR: In obedience to your request, the orders which you gave in my presence on the 11th instant were, in substance, nearly as follows:

The following morning, the 12th instant, the gunboats *Marmora* and *Signal*, followed by the ram *Queen of the West*, and the gunboats *Cairo* and *Pittsburg* bringing up the rear, were to proceed up the Yazoo River some 15 miles to where the torpedoes were placed in the river by the enemy; upon arriving at the place the *Marmora* and *Signal* were to destroy them, if possible, by sending their small boats out for the purpose of picking them up, or by firing into them with

musketry, so as to explode them, the ram *Queen, Cairo, and Pittsburg* remaining in the rear to cover the operations of the *Marmora* and *Signal* by throwing shell, grape, and canister whenever it was considered necessary, for the purpose of clearing the banks of any of the enemy should they make their appearance. You also cautioned particularly about running any unnecessary risk either in the loss of life or boats, and should there occur any probability of either, the expedition was to return, as you did not consider it of any vital importance whether the obstructions were removed.

On the 12th instant, at half past 7 a. m., got underway, the *Marmora* leading, followed, respectively, by the *Signal*, ram *Queen of the West, Cairo, and Pittsburg*, which position was retained by each vessel until we arrived in the locality of the torpedoes, when all the vessels were stopped. The *Marmora*, having discovered one of them, commenced firing at it with muskets. Directly after, I observed a boat put off from the *Cairo*, and also one from the *Marmora*, each of which appeared to be engaged in trying to raise or trace a torpedo. The *Cairo* at that time was lying off the starboard quarter of the *Marmora*, about 50 yards apart, when I heard the explosion and saw the smoke arise from one of the torpedoes which had exploded between the two vessels, and did not know the *Cairo* was injured by it until Captain Selfridge hailed the *Signal* to come alongside, as he was sinking, the *Cairo* about that time having been headed for the bank, which she struck, and immediately commenced going down. From the time of the explosion until the vessel was sunk so that nothing remained in sight but the tops of her chimneys and flagstuffs, I do not think it occupied more than fifteen minutes. As soon as Captain Selfridge hailed the *Signal* I sent one of my cutters on board the *Cairo* with a tarpaulin which is made purposely for drawing under a vessel's bottom to stop leaks with, but as the vessel was going down so fast it was impossible to have made use of it. Immediately after the explosion, Captain Selfridge ordered me to shell the banks of the river, which I proceeded to do, expending while there 60 shell, 4 solid shot, and 1 charge of grape. I also sent two of my boats, in charge of the acting executive officer of this vessel (Mr. A. J. Wilson), for the purpose of taking up and destroying what torpedoes he could find. He succeeded in dragging 12 of them from the river and destroying them; he also, while on shore, found the magazine of powder and other material of which the torpedoes were manufactured, all of which he destroyed, as well as some 20 skiffs and small boats which were at the landing.

At the time of the explosion this vessel was about 200 yards astern of the *Cairo* and immediately abreast (on the starboard) of the ram *Queen of the West*, the *Signal* being between the *Queen* and *Marmora*.

We arrived at the scene of action at 11 o'clock a. m., and at 2 p. m. Captain Selfridge ordered me to signal to the other vessels "Will return," which we proceeded to do, the *Marmora* leading off, followed by the *Signal* and *Queen of the West*, this vessel bringing up the rear. Arrived again at the fleet at half past 4 p. m.

I am, most respectfully, your obedient servant,

WM. R. HOEL,

Acting Volunteer Lieutenant, Comdg. U. S. Gunboat Pittsburg.

Capt. HENRY WALKE, U. S. Navy,
Commanding Fleet off Yazoo River.

Reports of Lieutenant Getty, U. S. Navy, commanding U. S. S. *Marmora*, of destruction of U. S. S. *Cairo*.

U. S. GUNBOAT MARMORA,
Off Yazoo River, December 13, 1862.

SIR: In obedience to your orders, I herewith subjoin the particulars of the expedition up the Yazoo River yesterday for the purpose of destroying the enemy's torpedoes, together with your orders to the commanders of the respective vessels composing the expedition the evening prior to its execution.

At 8 a. m. on the 12th instant this vessel, followed by the *Signal*, the ram *Queen of the West*, gunboats *Cairo* and *Pittsburg*, all under command of Lieutenant-Commander Selfridge, got underway and steamed up the Yazoo River for a distance of 18 miles until reaching the point where the torpedoes obstructed their further passage, this boat continuing to lead and steam on, by orders of Commander Selfridge. While steaming slowly on, I lowered my cutter and made it pull along the shore to reconnoiter and destroy the lines and cords which held the torpedoes. The officer in command of the cutter had succeeded in cutting the lines of one and was towing it back to this vessel, when I heard a loud report and concussion in my rear, and on looking back I discovered in a glance that a torpedo had exploded under the *Cairo*, and that she was rapidly sinking. I immediately stopped the headway of my vessel, which at the time was in the midst of the torpedoes, and, working cautiously ahead (in accordance with the repeated orders of Commander Selfridge), and stood down to the assistance of the *Cairo*. But before I was able to reach her the vessels in the rear had gone to her assistance and taken off her officers and crew. Whilst this was being accomplished, the several vessels discharged repeated broadsides into either shore. After the accident several of the vessels sent their small boats along the shore and destroyed a number of torpedoes.

When the wreck had been stripped of everything in sight and the men from shore had returned, we received orders from Captain Selfridge to steam down the river, which was accordingly done, this vessel reaching the Mississippi at 4 p. m. Whilst coming down the Yazoo, being in advance of the remaining vessels, I was repeatedly fired into by guerrillas concealed along the shores, whom I silenced by several discharges from my howitzers.

On the evening of the 11th instant the commanders of the several vessels above named were signaled to repair on board the flagship *Carondelet*, where on arriving we received verbal orders from you to the following import, viz:

That we should start the following morning on an expedition up the Yazoo River to destroy the torpedoes placed therein (information of which you had received from a reconnoissance of the 11th instant, made by your orders by this vessel and the *Signal*); that we should proceed with great caution, the two light-draft boats leading, the ram following, and the two ironclads bringing up the rear. That when the point should be reached where the torpedoes were placed the ironclads should shell the shores and the remaining vessels send their small boats along the shores and discover and destroy the lines

and wires which held the torpedoes. But while so doing to exercise the greatest care and prudence and run no risk to life nor vessels.

Very respectfully, your obedient servant,

ROBT. GETTY,
Lieutenant, Commanding.

Captain HENRY WALKE,
Commanding Lower Mississippi Flotilla.

U. S. GUNBOAT MARMORA,
Cairo, Ill., December 19, 1862.

SIR: Whilst reconnoitering the Yazoo River on Friday, the 12th instant, about half an hour prior to the time at which the accident occurred to the gunboat *Cairo*, I overhauled a skiff containing two men, white and black, respectively; the former's name is Jonathan Williams, of Vicksburg, Miss., but at the time overseer of Mrs. Blake's plantation, which is in the immediate neighborhood of where the torpedoes were discovered; the latter's name is Jonathan Blake, a servant of the above-mentioned Mrs. Blake. On being closely questioned, Williams acknowledged, with reluctance, full knowledge of the location of the torpedoes. On discovering this fact, I immediately placed him in irons, as also the negro, who stated at the time of his arrest that Williams knew of the existence and location of the torpedoes. These facts I stated to Admiral Porter when I met him, who gave me verbal instructions to hand them over to you, with the request that you would continue them in irons and feed them on bread and water.

Also, on the 5th instant, whilst steaming up the Yazoo River, I overhauled a skiff containing a man and boy, the former named David Augustus, the latter Stephen Carroll. These last-named parties have no apparent charge against them, and I would recommend that they be discharged.

Very respectfully your obedient servant,

ROBT. GETTY,
Acting [Volunteer] Lieutenant, Commanding.

Fleet Captain and Commandant A. M. PENNOCK,
Cairo, Ill.

Report of Captain Sutherland, commanding U. S. ram *Queen of the West*, of destruction of U. S. S. *Cairo*.

U. S. RAM QUEEN OF THE WEST,
Off Yazoo River, December 15, 1862.

SIR: I have the honor to report that, pursuant to your orders, I accompanied the late expedition up the Yazoo River, the object of which was to remove or destroy some torpedoes that had been placed there. Early on the morning of the 12th instant, the fleet got underway, moving in the order indicated by you, viz: The gunboat *Marmora* in advance, the *Signal* next, the ram *Queen of the West* and gunboat *Cairo* following in order, and the *Pittsburg* bringing up the rear.

My distinct understanding of your instruction was that the *Marmora* and *Signal*, being light-draft boats, should cautiously advance along the shore, carefully avoiding the channel, and destroy the torpedoes, while the other boats, keeping at a safe distance, should protect them with their batteries.

After proceeding up the river some 12 miles, the *Marmora* suddenly stopped and commenced a desultory firing, at the same time moving into the shore. Her example was followed by the *Signal* and this boat. The *Cairo* now came up, and the officer in command enquired why we did not go ahead. The answer came from the *Marmora* that, "Here is where the torpedoes are." The *Cairo* moved forward a short distance in the middle of the stream, and getting hold of a line attached to a torpedo, took up the obnoxious article, or the buoy (I am not certain which), at the bow of the boat. The officer in command of the *Cairo* then ordered the *Marmora* to move forward. The captain of the *Marmora* hesitated, but the order was imperative, and he advanced. The *Cairo* also moved on in the center of the stream, but had proceeded only a few yards when a torpedo exploded apparently under her bow.

She was immediately headed to the opposite shore, the commanding officer announcing that she was sinking, and calling for this boat to come alongside. I had up to this time, in compliance with your instructions, avoided proximity to the danger, and kept as near the shore as possible. The *Cairo* had advanced a short distance ahead of me and was now at the other shore. But as soon as I could extricate this from the other boats, I crossed over to the sinking vessel and succeeded in taking off such of her crew as could not get off in boats. I remained by with the ram and picked up the floating wreck and pulled down the smokestacks. While thus engaged I observed a number of torpedoes taken up and destroyed by the crews of the other boats. We then returned to our anchorage off the Yazoo.

I have the honor to be, very respectfully, etc.,

EDWIN W. SUTHERLAND,

Captain, U. S. A., Commanding Ram Queen of the West.

Captain HENRY WALKE, U. S. Navy.

Report of Colonel Ellet, commanding Ram Fleet.

U. S. RAM MONARCH,

Off Cairo, Ill., December 20, 1862.

GENERAL: I have the honor to report to you that on the 12th instant Captain E. W. Sutherland, commanding steam ram *Queen of the West*, was sent, at his own request, by Captain Walke, U. S. Navy, on an expedition up Yazoo River, in company with four gunboats, the *Marmora*, *Signal*, *Cairo*, and *Pittsburg*. The object of the expedition was to remove some torpedoes which had been placed in the channel by the enemy. Captain Walke impressed upon Captain Sutherland the necessity of observing the utmost caution on this dangerous enterprise, instructing him particularly not to get too near to the other boats and to avoid the middle of the channel.

According to the design of Captain Walke, the *Marmora* and *Signal*, being light-draft boats, were to hug the shore and take up the torpedoes, while the *Queen*, *Cairo*, and *Pittsburg* were to protect them with their guns. While the fleet, however, was on its way up the Yazoo, Captain Selfridge, who commanded the expedition and who brought up its rear in the gunboat *Cairo*, frequently and peremptorily ordered Captain Sutherland to move faster, a command which periled the safety of the boats ahead of the *Queen*, for, if in that narrow and tortuous stream the leading boats had been compelled by some unexpected danger, such as a battery or a torpedo, suddenly to stop or back, one of them would have been inevitably sunk by the ram.

The fleet arrived in sight of the enemy's fort and opened an irregular fire. Captain Selfridge came alongside of the *Marmora* with the *Cairo* and enquired why they did not go ahead. The answer was that they were right at the torpedoes; the buoys, in fact, were plainly visible just before them. Captain Selfridge then advanced himself with the *Cairo*, moving up the middle of the stream. The unfortunate but natural consequence was that a torpedo immediately exploded under the *Cairo*, blowing her almost out of the water; she went down in about ten minutes, sinking almost over her chimneys. Immediately after the explosion Captain Selfridge called for assistance. For some unexplained reason none of the gunboats volunteered to comply with this request. Disregarding the commands of several of their officers to keep away, Captain Sutherland passed with the *Queen* to the side of the sinking vessel and removed her crew and the chief portion of their effects. He and his officers and men deserve credit for their conduct on this occasion.

Very respectfully,

CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

Brigadier General ALFRED W. ELLET,
Commanding Mississippi Marine Brigade.

Order of Captain Walke, U. S. Navy, to Lieutenant Getty, U. S. Navy, commanding U. S. S. *Marmora*, to proceed to Cairo, Ill.

U. S. GUNBOAT CARONDELET,
Mouth of Yazoo River, December 13, 1862.

SIR: You will proceed to Cairo immediately with the officers and crew of the *Cairo* and report to Acting Rear-Admiral Porter for further orders.

Very respectfully, your obedient servant,

H. WALKE,
Captain, U. S. Navy.

R. GETTY,
Lieutenant, Commanding Marmora.

Order of Captain Walke, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, to proceed to Cairo, Ill., in charge of officers and crew of sunken gunboat Cairo.

U. S. GUNBOAT CARONDELET,
Mouth of Yazoo River, December 13, 1862.

SIR: You will proceed to Cairo immediately in the *Marmora*, with the officers and crew of the gunboat *Cairo*, and report to Acting Rear-Admiral Porter for further orders.

Very respectfully, your obedient servant,

H. WATKE,
Captain, U. S. Navy.

THOS. O. SELFIDGE,
Lieutenant-Commander, Commanding Cairo.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, to report operations in Yazoo River.

CAIRO, *December 13, 1862.*

SIR: I hear that you have been up the Yazoo. I am anxious for reports. Three or four letters have come from others, but none from you.

It is of vital importance that no more batteries be put up in the Yazoo, and the *Signal* and *Marmora* must stay in the river and prevent it.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral.

Captain H. WATKE,
U. S. S. Carondelet.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, to assume command of U. S. S. *Conestoga*.

DECEMBER 17, 1862.

SIR: You will report to Captain A. M. Pennock for the command of the U. S. gunboat *Conestoga* and join me without delay.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander THOS. O. SELFIDGE, U. S. Navy.

[Telegram.]

ST. LOUIS, MO., *December 17, 1862.*

The body of the Memphis fleet will leave Cairo to-night. Colonel Parsons is along and reports everything right. There will be 62 steamers in all.

ROBERT ALLEN,
Chief Quartermaster.

Major-General HALLECK.

General orders of Major-General Sherman, U. S. Army.

GENERAL ORDERS, }

HEADQUARTERS RIGHT WING,
THIRTEENTH ARMY CORPS,
Memphis, Tenn., December 18, 1862.

No. 8.

1. The expedition now fitting out is purely of a military character, and the interests involved are of too important a character to be mixed up with personal and private business. No citizen, male or female, will be allowed to accompany it, unless employed as part of a crew, or as a servant to the transports. Female chambermaids to boats and nurses to sick alone will be allowed, unless the wives of captains or pilots actually belonging to boats. No laundress, officers' or soldiers' wives must pass below Helena.

2. No person whatever, citizen, officer, or sutler, will, on any consideration, buy or deal in cotton or other produce of the country. Should any cotton be brought on board of a transport, going or returning, the brigade quartermaster, of which the boat forms a part, will take possession of it and invoice it to Captain A. R. Eddy, chief quartermaster, at Memphis.

3. Should any cotton or other produce be brought back to Memphis by any chartered boat, the quartermaster, Captain Eddy, will take possession of the same and sell it for the benefit of the United States. If accompanied by its actual producer, the planter, or factor, the quartermaster will furnish him with a receipt for the same, to be settled for, on proof of his loyalty, at the end of the war.

4. Boats ascending the river may take cotton from the shore for bulkheads to protect their engines or their crew, but on arrival at Memphis it will be turned over to the quartermaster, with a statement of the time, place, and name of its owner. The trade in cotton must await a more peaceful state of affairs.

5. Should any citizen accompany the expedition below Helena, in violation of these orders, any colonel of a regiment or captain of a battery will conscript him into the service of the United States for the unexpired term of his command. If he show a refractory spirit, unfitting him for a soldier, the commanding officer present will turn him over to the captain of the boat as a deck hand, and compel him to work in that capacity without wages till the boat returns to Memphis.

6. Any persons whatever, whether in the service of the United States or transports, found making reports for publication which might reach the enemy, giving them information, aid, and comfort, will be arrested and treated as spies.

By order of Major-General Sherman.

J. H. HAMMOND,
Major and Assistant Adjutant-General.

Report of Major-General Sherman, U. S. Army, referring to the delay in movements of gunboats on account of low water.

HEADQUARTERS RIGHT WING, THIRTEENTH ARMY CORPS,
Memphis, December 18, 1862.

SIR: Captain H. S. Fitch arrived last night with your dispatches of December 15 and 16. All right. I am now in full receipt of letters from Colonel Parsons, General Allen's agent for chartering

boats, who assures me plenty of boats will be here to-day. I am promised the names of some 60 boats. I have some 15 here now loading, and have at Helena about 10, and am momentarily looking for the whole fleet. As soon as they arrive I will be aboard and off for Helena.

Admiral Porter is just in from above, having been detained four days by low water, but his letters are all we could ask. I am also informed that there is a rise in the water above, so that the fleet of boats ought not to be longer delayed. Every possible preparation has been made, so that no moment should be lost. If the fleet comes to-day, all shall be on board to-morrow, and I hope to be at Helena the 20th and at Milliken's Bend, where we shall first begin to act, by the 23d or 24th. Nothing is wanting but the boats, and I feel every assurance they will be here to-day. I was all ready, so that even the loss of one day must not be charged to me. Generals Gorman and Steele both write me most satisfactorily from Helena, and indeed we must admit they have fulfilled their parts handsomely. I give Steele full command of the division at Helena, which, by the addition of Blair's brigade, part of which (three regiments) have passed and two more reported near at hand, will reach near 13,000 men, so that I hope to have 33,000 men. Such a force operating at Vicksburg in concert with the gunboats will make something yield and prepare your way. You will have heard that our ironclad gunboat *Cairo* was sunk in the Yazoo by the explosion of one of the infernal machines.

The weather is fine, and I repeat that I only await the fleet of gunboats to be off.

Yours, truly,

W. T. SHERMAN,
Major-General.

Colonel JOHN A. RAWLINS,
Assistant Adjutant-General, Oxford, Miss.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. Lexington, regarding signal to be used on approach of Federal soldiers.

DECEMBER 20, 1862.

SIR: When our troops may advance toward our gunboats on a retreat or otherwise, they will show the American flag with two white handkerchiefs, one on each side of the flag.

The rebels sometimes use our flag, hence this arrangement, but in case any troops approach our vessels wearing our uniform, be most careful not to fire on them. This order to be passed to the officers in the upper division.

Very respectfully, etc.,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Commanding Officer GUNBOAT LEXINGTON,
Yazoo River.

Instructions from Major-General Sherman, U. S. Army, to commanders of divisions, regarding plan of operations.

HEADQUARTERS RIGHT WING, THIRTEENTH ARMY CORPS,
Forest Queen, December 20, 1862.

GENERALS: With this I hand to each of you a copy of a map,* compiled from the best sources, which in the main is correct. It is the same used by Admiral Porter and myself.

Complete military success can only be accomplished by united action on some general plan embracing usually a large district of country. In the present instance our object is to secure the navigation of the Mississippi River and its main branches and to hold them as military channels of communication and for commercial purposes. The river above Vicksburg has been gained by conquering the country to its rear, rendering its possession by our enemy useless and unsafe to him and is of great value to us; but the enemy still holds the river from Vicksburg to Baton Rouge, navigating it with his boats, and the possession of it enables him to connect his communications and routes of supply, east and west.

To deprive him of this will be a severe blow, and if done effectually, of great advantage to us and probably the most decisive act of this war. To accomplish this important result we are to act our part, an important one of the great whole.

General Banks, with a large force, has reinforced General Butler in Louisiana, and from that quarter an expedition by water and land is coming northward. General Grant, with the Thirteenth Army Corps, of which we compose the right wing, is moving southward.

The naval squadron, Admiral Porter, is operating with his fleet by water, each in perfect harmony with the other.

General Grant's left and center were, at last accounts, approaching the Yalobusha, near Grenada, and the railroad to his rear, by which he drew his supplies, was reported to be seriously damaged. This may disconcert him somewhat, but only makes more important our line of operations. At the Yalobusha General Grant may encounter the army of General Pemberton, the same which refused him battle on the line of the Tallahatchie, which was strongly fortified; but as he will not have time to fortify it he will hardly stand there, and in that event General Grant will immediately advance down the high ridge lying between the Big Black and Yazoo and will expect to meet us on the Yazoo and receive from us the supplies which he needs and which he knows we carry along. Parts of this general plan are to cooperate with the naval squadron in the reduction of Vicksburg, to secure possession of the land lying between the Yazoo and Black, and to act in concert with General Grant against Pemberton's forces, supposed to have Jackson, Miss., as a point of concentration.

Vicksburg is doubtless very strongly fortified both against the river and land approaches.

Already the gunboats have secured the Yazoo up for 23 miles to a fort on the Yazoo at Haynes Bluff, giving us a choice for a landing place at some point up the Yazoo below this fort, or on the island which lies between Vicksburg and present mouth of the Yazoo. (See map B, C, D.)

* See A. W. R., Series I, Volume XVII, pt. 1, p. 611.

But before any actual collision with the enemy, I purpose, after assembling our whole land force at Gaines Landing, Ark., to proceed in order to Milliken's Bend (A), and there dispatch a brigade without wagons or any encumbrances whatever to the Vicksburg and Shreveport Railroad (at H. and K.) to destroy that effectually and cut off that fruitful avenue of supply. Then to proceed to the mouth of the Yazoo, and, after possessing ourselves of the latest and most authentic information from naval officers now there, to land our whole force on the Mississippi side, and then to reach the point where the Vicksburg and Jackson Railroad crosses the Big Black (F).

After which, to attack Vicksburg by land while the gunboats assail it by water.

It may be necessary (looking to Grant's approach) before attacking Vicksburg to reduce the battery at Haynes Bluff first, so as to enable some of the lighter gunboats and transports to ascend the Yazoo and communicate with General Grant.

The detailed manner of accomplishing all these results will be communicated in due season, and these general points are only made known at this time, that commanders may study the maps and also that in the event of nonreceipt of orders all may act in perfect concert by following the general movement unless specially detached.

You all now have the same map, so that no mistake or confusion need result from different names of localities.

All possible preparations as to wagons, provisions, axes, and entrenching tools should be made in advance, so that when we do land there will be no want of them. When we begin to act on shore we must do the work quickly and effectually. The gunboats under Admiral Porter will do their full share, and I feel every assurance that the army will not fall short in its work.

Division commanders may read this to regimental commanders and furnish brigade commanders a copy. They should also cause as many copies of the map to be made on the same as possible, being very careful in copying the names.

The points marked "E" and "G" (Allen's and Mt. Alban's) are evidently strategic points that will figure in our future operations, and these positions should be well studied.

I am, with great respect, your obedient servant,

W. T. SHERMAN,
Major-General, Commanding.

Commanders of Divisions, Generals F. STEELE, GEO. W. MORGAN,
A. J. SMITH, and M. L. SMITH.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Owen, U. S. Navy, regarding coal.

DECEMBER 21, 1862.

SIR: Coal with all dispatch and make the *Sampson* tow the two coal barges down to the mouth of the Yazoo, and report to Captain Walke.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant-Commander E. K. OWEN, U. S. Navy,
Commanding Louisville.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, advising the capture but not destruction of boats in the Yazoo River.

HELENA, December 21, 1862.

GENERAL: I would advise the capture of all boats up the Yazoo, but not their destruction. The steam pipes can be taken off and the cylinder heads also, which will render them useless. We may want them. Still, if the force is not going to stay there, it is better to destroy them. Thank you for your order about the horse.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

General WM. T. SHERMAN,
Commanding District of Memphis.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, regarding coal.

HELENA, ARK., December 21, 1862.

GENERAL: Will you oblige me, before you leave here, to give the commanding officer remaining here orders not to permit anyone to take our coal by force. Already this morning I have had to send a file of marines on board the *Key West* to make the captain desist from taking coal from our coal barge when he was told that it was contrary to my orders. If I had coal to spare I would part with it with pleasure, but I have only enough for the vessels to reach the mouth of the Yazoo, and I much fear that we will have some trouble about it. I have but two barges of coal, all told, and every bushel is worth its weight in gold.

Some of these steamer captains are disposed to take great liberties, and I think it is well they should know that they can not do as they please.

I have a person in charge of the coal who has his orders in relation to it.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral.

General W. T. SHERMAN,
Commanding District of Memphis.

Order of Acting Rear-Admiral Porter, U. S. Navy, to First Master Hamilton, U. S. Navy, commanding U. S. S. Great Western.

U. S. MISSISSIPPI SQUADRON, December 21, 1862.

SIR: You will get underway without delay and proceed to Milliken's Bend, where you will anchor out of the way of all steamers and out of the current if possible.

Respectfully, etc.,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

First Master WM. F. HAMILTON,
Commanding Great Western, off Helena, Ark.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Conestoga.

U. S. MISSISSIPPI SQUADRON, *December 23, 1862.*

SIR: When we get underway again, you will keep to the rear of the transports and keep a good lookout on the river side, especially the Arkansas shore. There are fieldpieces below ready to fire on them.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander THOS. O. SELFIDGE,
Commanding U. S. S. Conestoga.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Brown, U. S. Navy, commanding U. S. S. Forest Rose, to convoy U. S. S. Great Western and mortar boats to Milliken's Bend.

U. S. MISSISSIPPI SQUADRON, *December 24, 1862.*

SIR: Get underway immediately and convoy the *Great Western*, with mortar boats, to Milliken's Bend, where you will find the *Louisville*.

You will keep a little ahead of the mortars and your guns ready to fire at a moment's notice.

You may meet a small battery 15 miles below here. Amuse it if you are fired on, while the *Great Western* gets out of gunshot. Lay at Milliken's Bend with low steam.

The *Great Western* will pick out the place to anchor. Lie close to her, though clear of her, in case she drags.

Let her anchor first.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master GEORGE [W.] BROWN, U. S. Navy,
Commanding U. S. S. Forest Rose.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to the correspondent of the New York Times, restricting matter for publication.

U. S. MISSISSIPPI SQUADRON, *December 24, 1862.*

SIR: I beg leave to call your attention to a copy of an order from General Sherman, and request that no letters may be written of expected events, but only those that may occur. It is strictly prohibited to name or estimate the force of our army or navy employed in this expedition, or mention any matter that may give the enemy a clue to our future movements.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Mr. COOK,
Correspondent of the New York Times,
On Board U. S. Gunboat Marmora,

Special orders of Major-General Sherman, U. S. Army, for expedition up Yazoo River.

SPECIAL ORDERS, }

No. 34. }

HEADQUARTERS RIGHT WING,
THIRTEENTH ARMY CORPS,
Forest Queen, December 25, [1862].

The point of disembarkation is at the point marked "C" on the chart, up Yazoo River, on the east bank about 13 miles.

The fleet will start at 8 a. m. to-morrow, under convoy of the gunboats, keeping well closed up and prepared for any event. Two companies on each boat will be fully equipped with loaded muskets, ready to return the fire should our progress be arrested.

The third division, General G. W. Morgan, will lead and make a landing at the upper end of Johnson's farm and promptly move one brigade out toward Mrs. Lake's plantation.

The fourth division, General Steele, will follow and disembark at Johnson's farm, sending one brigade out on the Vicksburg road about 2 miles.

The second division, General M. L. Smith, will follow and land just below General Steele. If General M. L. Smith has not returned by the hour of starting, General Stuart will move his brigade and leave these orders for General Smith to follow.

The first division, General A. J. Smith, will then follow and disembark at a point above Bunch's sawmill.

The channel is deep and boats will keep to the left-hand bank, leaving the gunboats the right-hand bank.

The ammunition boat and two of the commissary boats will remain near the gunboat, which will stay where the gunboat fleet now lies.

After the boats are made secure, well apart, working parties will be set to work to unload the regimental wagons, the artillery and cavalry horses, and all things necessary for five days' operations.

All surplus articles which can not be transported in the regimental train will remain on board until further orders.

By order of Major-General W. T. Sherman:

J. H. HAMMOND,
Assistant Adjutant-General.

First Division, General A. J. Smith.

Des Arc, division headquarters.

Metropolitan, 60th Indiana Volunteers.

J. H. Dickey, 23d Wisconsin Volunteers.

J. C. Snow, 16th Indiana Volunteers,

First Brigade headquarters.

Hiawatha, 96th Ohio Volunteers, section of battery.

J. S. Pringle, 67th Indiana Volunteers.

J. W. Cheeseman, jr., 19th Kentucky Volunteers.

Robert Campbell, jr., 97th Illinois Volunteers.

Duke of Argyle, 77th Illinois Volunteers.

City of Alton, 108th and 48th Ohio Volunteers, headquarters Second Brigade.

City of Louisiana, Mercantile Battery.

Iowa, 131st Illinois Volunteers.

Ohio Belle, Co. C, 4th Indiana Cavalry; 2 companies 23d Wisconsin.

Citizen, 83d Ohio [or Indiana?] Volunteers, less two companies.

Champion, commissary boat.

General Anderson, ordnance boat.

Second Division, General M. L. Smith.

Chancellor, division headquarters and Thielemann's cavalry.
 Planet, 116th Illinois Volunteers, one section, Parrott.
 City of Memphis, Batteries A and B.
 First Illinois Artillery and 8th Missouri Volunteers.
 Omaha, 57th Ohio Volunteers.
 Sioux City, 83d Indiana Volunteers.
 Spread Eagle, 127th Illinois Volunteers.

Edw'd Walsh, 113th Illinois Volunteers.
 Westmoreland, 55th Illinois Volunteers, headquarters General D. Stuart.
 Sunny South, 54th Ohio Volunteers.
 Universe, 6th Missouri Volunteers.
 Robt. Allen, commissary boat.

Third Division, General George W. Morgan.

Empress, division headquarters.
 Jesse K. Bell, headquarters Colonel Sheldon, commanding First Brigade.
 Key West No. 2, 118th Illinois Volunteers.
 Sam Gaty, 69th Indiana Volunteers.
 Northerner, 120th Ohio Volunteers.
 Belle Peoria, headquarters Colonel Lindsey, commanding Second Brigade, and two companies 49th Indiana Volunteers and pontoon train.
 Di. Vernon, 3d Kentucky Volunteers, pontoon train.

War Eagle, 49th Indiana, 8 companies; 3 guns Foster's battery.
 Henry von Phul, 114th Ohio, 5 guns Lanphere's battery, ordnance stores.
 Fanny Bullitt, headquarters Colonel De Courcy, Third Brigade, 16th Ohio; 8 companies.
 Crescent City, 22d Kentucky and 54th Indiana Volunteers.
 Des Moines, 42d Ohio Volunteers.
 Pembina, 1 gun Lanphere's battery.
 Lady Jackson, commissary boat.

Fourth Division, General Frederick Steele.

Continental, division headquarters and Ohio battery.
 John J. Roe and Nebraska, 4th, 9th, 25th, 31st Iowa Infantry.
 Key West, 1st Iowa Artillery.
 John Warner, 13th Illinois Volunteers.
 Tecumseh, 26th Iowa Volunteers.
 Stephen Decatur, 28th Iowa Volunteers.
 Iatan, 34th Iowa Volunteers.
 L. M. Kennett, 29th Missouri Volunteers.

Gladiator, 30th Missouri Volunteers.
 Isabella, 31st Missouri Volunteers.
 D. G. Taylor, 60 men and horses, quartermaster stores.
 Sucker State, 32d Missouri Volunteers.
 Dacotah, 3d Missouri Volunteers.
 Thos. E. Tutt, 12th Missouri Volunteers.
 Emma, 17th Missouri Volunteers.
 Adriatic, 1st Missouri Artillery.
 Polar Star, 58th Ohio Volunteers.
 Meteor, 76th Ohio Volunteers.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, giving the order of sailing of the gunboats.

U. S. MISSISSIPPI SQUADRON,
December 25, 1862.

GENERAL: The following is the order of sailing of the gunboats tomorrow morning, which they all understand: One light gunboat goes ahead, 400 yards; behind her will come an ironclad gunboat: next comes this ship, then 20 transports in a line. At the end of every 20 transports will be a large gunboat; a light-draft will bring up the rear. The rest will guard the vessels left behind, with Captain Walke in command, who suggests that it will be a good plan for the powder and provision boats to come over to this side of the river after we leave.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General W. T. SHERMAN, U. S. Army.

Commanding District of Memphis.

Order.] U. S. MISSISSIPPI SQUADRON, *December 25, 1862.*

The *Carondelet*, Captain Walke, commanding, *Baron De Kalb*, *Cincinnati*, *Lexington*, *Louisville*, and *Chillicothe* will comprise the first division of large vessels, under the command of Captain Walke. The *Benton*, Lieutenant Commanding Gwin, commanding, *Pittsburg*, *Indianola*, *Mound City*, *Tyler*, and *Conestoga* will compose the second division of large vessels.

The two divisions will always anchor apart, with the vessels astern of each other at nearly equal distances and on the side of the river, out of the main channel, or in the place where designated.

All communications will be sent through the commanders of divisions, who will exercise immediate supervision over the vessels forming them.

The admiral, however, will send orders to separate vessels, as he may think desirable or the necessities of the service may require.

Commanders of divisions will supply themselves with the distinguishing pennants of their vessels in case of being obliged to make signals, which they will do when necessary.

Order of anchoring and steaming.

First division.	Second division.
<i>Carondelet</i>	<i>Benton</i> .
<i>Lexington</i>	<i>Pittsburg</i> .
<i>Baron De Kalb</i>	<i>Indianola</i> .
<i>Louisville</i>	<i>Mound City</i> .
<i>Chillicothe</i>	<i>Tyler</i> .
<i>Cincinnati</i>	<i>Conestoga</i> .

DAVID D. PORTER,
Acting Rear-Admiral.

Order of Acting Rear-Admiral Porter, U. S. Navy, to commanding officers of U. S. steamers *Marmora* and *Romeo* regarding patrol duty.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, December 26, 1862.

The *Marmora* and *Romeo* will take the patrol of the river for the next twenty-four hours, relieving each other every eight hours, running up and down from the mouth to within sight of the uppermost boats.

They will move under low steam and have one watch on each; they are not to fire unless fired on, for fear of injuring our own men, who are about in different places.

The patrol will commence at 6 o'clock p. m. and end to-morrow evening at 6 o'clock; the commanding officer to report to me at the expiration of the patrol. The object of the patrol is to prevent boats being launched on the river and keep the enemy from placing torpedoes; also to pick up refugees, which must be done with care.

Very respectfully,

D. D. PORTER,
Acting Rear-Admiral.

COMMANDING OFFICERS *MARMORA* AND *ROMEO*.

Letter from Major-General Sherman, U. S. Army, to Brigadier-General Morgan, U. S. Army, giving information regarding the vicinity of Chickasaw Bayou.

HEADQUARTERS RIGHT WING, THIRTEENTH ARMY CORPS,
Forest Queen, December 26, 1862.

DEAR SIR: As you are the left general guide, I endeavor to give you the best possible information. Chickasaw Bayou and Thompson's Bayou [Lake] come together south of Mrs. Lake's. From that point where they come together it shoals rapidly to the place where it is crossed by the main road, just under the battery marked "L" on this sketch.

Be careful when you cross Chickasaw Bayou you do not find yourself on the island between Chickasaw and Thompson's [Lake] bayous. Try and get some negroes at Lake's. The gunboats will enfilade Chickasaw Bayou.

Yours,

SHERMAN.

General MORGAN.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy.

DECEMBER 27, 1862.

SIR: Please send me a tug; also send up the *Rattler*, if she has arrived, or the *Forest Rose*. When the *Western World* comes, anchor her inside the Yazoo in smooth water. Also any coal boats, to be left in charge of the *Western World*.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WALKE,

U. S. S. Carondelet.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, for the removal of torpedoes in Yazoo River.

U. S. MISSISSIPPI SQUADRON,

December 20, 1862.

SIR: Immediately on the arrival of the *Benton*, Lieutenant-Commander Gwin will take charge of an expedition, consisting of the *Lexington*, *Tyler*, *Lioness*, *Queen of the West*, and the three light-draft gunboats, to proceed up the Yazoo and clear out the torpedoes; also to secure the landing and hold it until I arrive. You will furnish him with anything he may require. Provided this has already been done according to my orders to you, the expedition need not go further, but I expect to find the landing in possession of our vessels when I arrive.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral.

Captain HENRY WALKE,

Commanding U. S. S. Carondelet.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Gwin, U. S. Navy, commanding U. S. S. Benton.

[CAIRO], December 19, 1862.

SIR: Be prepared to move down the river with the gunboats at Helena the moment I arrive there. Let each of the small gunboats take a barge of coal alongside for the vessels below.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander WM. GWIN, U. S. Navy,
Commanding Benton.

Instructions from Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Gwin, U. S. Navy.

DECEMBER 20, 1862.

SIR: You will proceed without delay to the mouth of the Yazoo and report to Captain Walke for the command of an expedition up the Yazoo for the purpose of securing a good landing place for our troops. You will take with you the *Lexington*, *Tyler*, rams *Lioness* and *Queen of the West*, and the three small, light-draft vessels, *Signal*, *Romeo*, and *Juliet*. The river is full of torpedoes, and you will have to proceed with much care. The brightest lookout must be kept, and no movement made except in clear daylight. You will have plenty of rowboats to go ahead of the light steamers, provided with drags and searches of all kinds. Some boats must pass along close in to the banks and, with boat hooks, scrape the banks deeply near the water's edge, to see that no wires are concealed; this must be done thoroughly, for there is the danger. Others must spread themselves across the river and drag the bottom. Whenever a buoy or floating object is seen, it must be approached cautiously, and a long running bowline thrown over it; the bow will then haul the torpedo on shore and make it fast. No one must be allowed to handle these torpedoes or break them up until we know more about them.

The moment a wire or line is discovered it must be cut, and the end held on to, to drag the machine on shore by. Take every precaution when the torpedoes are found (for the sailors are so reckless), and see that reliable officers go in every boat and that the boats go armed with muskets.

Just before the vessels get to the torpedo neighborhood the three large vessels will anchor, sending out their boats, which must be kept under cover of the guns, to search all around the spot for infernal machines. The landings are the places where the enemy will likely place the most of their torpedoes, and they must be searched for on top of the bank for some distance up and down. You will also examine if any torpedoes are buried in or on top of the bank, keeping the men under the cover of the small gunboats.

The rowboats must proceed slow, each boat with a long, light spar, stuck out over the bow (besides the drag astern), with a weight and hook lowered down 12 feet for the purpose of catching anything floating that deep.

It is likely that wires will be laid up and down the river in mid-channel; let the river be dragged carefully crosswise.

Demijohns will likely be used, containing friction matches. Let the boats try their musketry on these at a distance of not less than 30 yards, firing one musket at a time; if the machine is hit and sinks there is not much danger of it; at the same time drag it up and take a description of it for the benefit of others. Keep a diagram of the river and the manner in which these torpedoes are laid, for the rebels have a regular plan or system which we can avoid when we know it. I will point out to you the distance I want the boats to go, or the landings I want you to secure, and you must leave a steamer at each one. The light-draft steamers must not come within 200 yards of the rowboats while they are sweeping for the torpedoes, but they must never get further off. A good plan is for the steamers to hold up head to stream, taking a mark on shore and not go ahead of it; keeping their guns trained on the bushes and sides of the bank and throwing at any parties who appear on the river with hostile intent. If any one wishes to come on board, he must be picked up with the guns and muskets of the vessel pointing at the spot.

In case of stratagem or treachery, the rams will be kept in readiness to succor any sinking vessel and to meet any rams which may be sent down the river. We have no right to take it for granted that they are not prepared in every way to meet us. If they should send any vessels down, my orders are to pay no attention to any flag of truce they may show but to run into them, board them, and capture them, taking precautions that they are not "blow-up vessels." Permit no vessel coming down the river, attempting to escape from above, to approach any of our vessels, but make her anchor near the bank, keeping guns trained on her until she is secure.

The large vessels will keep astern of the smaller ones, ready to protect them, and the rams will keep astern of the large vessels. The large vessels will not go nearer than 400 yards of the light-draft steamers, unless for the purpose of repelling an attack from fieldpieces which the enemy may bring out. In case of meeting with fieldpieces, the small vessels will fall astern until the large vessels silence them.

One of the rams can be engaged looking out that no torpedoes are put down astern of you while going up; this could easily be done in the night.

At night a lookout must be kept for floating torpedoes and boats kept out at least 200 yards ahead of each vessel. All lights must be put out, no bells struck and perfect silence observed, and no indication given to the enemy of your position. When torpedoes are thus picked up, they must be towed with a long pointer to the bank and secured there, but not handled. Boats must be supplied with small, stiff hooks, leads and lines, and everything the ingenuity can imagine for the purpose of getting thoroughly rid of the torpedoes and avoiding accident.

The wires and lines must not be cut with a sudden blow, but cut with large scissors when they can be obtained. It is desirable to avoid friction.

When this duty is thoroughly performed, so that, in your opinion, there is no probability of an accident to any vessel of war or transport, you will send down one of the light-draft vessels to report to me,

and if I am not down to the Yazoo by that time, the *B.* must be kept coaled, and bring me dispatches announcing the state of affairs and a diagram copied from the chart, which I will furnish you. The chart or diagram must show how far up we have command. While the messenger is going to me, you can employ your time searching for and destroying torpedoes. Still further, permit no landing except for the purpose stated herein, and see that the commanders of vessels understand the orders and pay the most implicit obedience to your instructions and signals. It is not desirable to engage any batteries unless they have been placed in position lately and bar the passage of vessels to the landings. The desire is to impress the enemy with the idea that the boats are endeavoring to pass up the river, not to secure a landing for troops, and all topographical observations must be taken from the vessels; for this purpose a Coast-Survey officer (Mr. Strausz) will go upon the *Tyler*, who will present me when I come down with a good map of the river and the topography of the country as far as he can see on both sides of the river.

DAVID D. PORTER,
Acting Rear-Admiral.

Lieutenant-Commander WM. GWIN, U. S. Navy,
Commanding U. S. S. Benton, off Helena, Ark.

Order of Captain Walke, U. S. Navy, to Lieutenant-Commander Walker,
U. S. Navy, commanding U. S. S. Baron De Kalb.

U. S. GUNBOAT CARONDELET,
Off Yazoo River, December 22, 1862.

SIR: You will proceed up the Yazoo River on a reconnoissance to-morrow morning as soon [as] convenient, taking with you the *Signal* and ram *Queen of the West*. You will be very careful not to run the vessels in among the torpedoes; and you will send your small boats in advance along the banks, each with a grapnel towing astern to endeavor to catch the torpedoes, at the same time remaining with the gunboats and ram in the rear of the small boats until such time as you are satisfied you can proceed without danger. Let the *Signal* take the lead, followed by the ram. Avoid the channel as much as possible, and if there is any apparent danger relinquish the project and return to the squadron immediately, until better means can be obtained to scour the shores and drag out the torpedoes. The extent of your reconnoissance, if the river is clear, will be 10 or 15 miles.

Very respectfully, your obedient servant,

H. W. W. W. W.,
Captain, U. S. Navy.

Lieutenant-Commander WALKER,
Commanding U. S. S. Baron De Kalb.

Report of Captain Walke, U. S. Navy, transmitting report of a preliminary reconnoissance, by the Baron De Kalb, Lieutenant-Commander Walker, U. S. Navy, commanding.

U. S. S. CARONDELET,
Off Yazoo River, December 24, 1862.

SIR: As the Mississippi River was rising fast on the 21st, I made arrangements early on the 22d to go up the Yazoo in this vessel with

the *Queen of the West* and *Signal*, but I had a return of my old complaint, the intermittent fever, which rendered me unfit for service at the time, and I deferred my trip up the Yazoo for a day or two. But finding that I was still too sick for active duty on the morning of the 23d, I sent the *Baron De Kalb*, *Queen of the West*, *Signal*, and tug to proceed on a reconnoissance up the Yazoo and to take up any torpedoes they could find, using every precaution to prevent accident. The *Baron De Kalb* and tug returned in the evening, leaving the *Signal* with Lieutenant-Commander Gwin, who had arrived and proceeded, agreeable to your orders, up the Yazoo on the afternoon of the same day. They found no material change, except that a much larger force of rebels fired upon them as they ascended the river, killing the cook of the tug and seriously wounding the engineer. I herewith enclose Lieutenant-Commander Walker's report of that reconnoissance.

I intended to have sent the *Lexington* up with the flag of truce, and *Champion No. 3* with coal barges and several officers, to Helena, but as she was detailed for Lieutenant-Commander Gwin's expedition up the Yazoo, I told Lieutenant-Commander Shirk to send the officers (Captain Lewis, acting paymaster of Ram Fleet; an assistant engineer of the *Great Western*; and S. H. McAdams, paid off from the *De Kalb*) on board of the *City of Madison* for passage up.

This morning about 8 o'clock I was informed by Captain Roberts, of the *Champion*, that about daylight S. H. McAdams took the *Champion's* boat unobserved and went on shore, where she was found. When search was made for McAdams, tracks were found up into the bushes as far as it was thought safe to trace them, that side of the Yazoo River being infested with guerrillas the day before.

I have had the Yazoo examined five times up to the above date without any apparent change along the shores or any breastworks or fortifications.

I am, sir, very respectfully, your obedient servant,

H. WALKER,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, etc.

[Enclosure.]

U. S. GUNBOAT BARON DE KALB,
Mouth Yazoo River, December 23, 1862.

SIR: I have the honor to report that, in obedience to your order of the 21st, I left here this morning on a reconnoissance up the Yazoo River, taking the ram *Queen of the West*, gunboat *Signal*, tugboat *Laurel*, and this vessel. I saw nothing to excite suspicion until abreast of Johnson's plantation about a mile up the Yazoo proper, where I found buoys with wires attached. While examining and dragging with the boats of this vessel, they were fired upon with musketry from both banks. Proceeding with great caution, I passed up the river to a point some 12 or 14 miles from this place under a galling fire of musketry, principally from the right, or west, bank.

At this point, meeting with more torpedoes not safe to pass without dragging, and my orders being to go only 10 or 15 miles, and to turn back at any apparent danger, I returned. When about a mile

above Johnson's plantation I met Lieutenant-Commander Gwin with his expedition. By his order I returned to Johnson's plantation, and assisted Lieutenant-Commander Shirk, of the *Lexington*, to drag the river and fire the buildings at that point. The buildings with a considerable quantity of cotton, corn, fodder, and farming tools were entirely destroyed. I then returned to this place, arriving at about 8 p. m.

Our loss is 1 man killed and 1 severely wounded, both belonging to the tug.

Lieutenant-Commander Gwin mentioned to me his desire that I should remain with, or return to, the expedition. I shall be glad to do so, and think that I can be of service there.

Very respectfully, your obedient servant,

JOHN G. WALKER,
Lieutenant-Commander, U. S. Navy.

Captain HENRY WALKE, U. S. Navy.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Gwin, U. S. Navy, commanding U. S. S. *Benton*, to move again up the river, in search of torpedoes.

DECEMBER 27, 1862.

SIR: General Steele's brigade will move up this morning to enfilade the levees and take possession of Blake house at Chickasaw Creek. You will move up again and prepare to go on fishing up torpedoes, using the same vessels, officers, and men as heretofore and proceeding according to the orders. I will order up the *Cincinnati* and *Louisville* as if going to attack Haynes Bluff. This will make it necessary to be careful how you fire shell inland.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander WM. GWIN, U. S. Navy,
U. S. S. Benton.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Walker, U. S. Navy, commanding U. S. S. *Baron De Kalb*.

DECEMBER 27, 1862.

SIR: When the *Benton* gets underway, move up after her and anchor 100 yards astern of her, moving up as she does.

After taking up the torpedoes, be careful how you fire, as we will have troops in force close to the right bank of the river, going up.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral.

Lieutenant-Commander J. G. WALKER, U. S. Navy,
U. S. S. Baron De Kalb.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bache,
U. S. Navy, commanding U. S. S. Cincinnati.

DECEMBER 27, 1862.

SIR: Get underway and proceed slowly up the river until you meet Lieutenant-Commander Gwin's vessel, the *Benton*. Anchor 400 yards astern of her and keep that distance as she moves up. In firing be careful not to fire toward our own soldiers, who will be in force along the river on the right-hand side going up. You can fire at the left-hand [side] going up if you are attacked from there, but it is a good rule not to waste shot. Keep officers and men completely under cover from riflemen. Be in position at 9:30 a. m.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander GEO. M. BACHE,
U. S. S. Cincinnati.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bache, U. S. Navy, commanding U. S. S. Cincinnati, regarding an attack upon batteries.

DECEMBER 27, 1862.

SIR: At daylight let the ironclads all open slow firing at the highest elevation with the longest fuzes, IX-inch guns, E. S. E. (to the right of the batteries you were engaging to-day), to try and prevent the enemy at the forts from reinforcing the troops at Vicksburg by the Mill Dale road. Don't fire anything but shell, and each vessel fire once every three minutes. If you see any movement of the enemy, however, toward our troops (which bear nearly E. S. E.), open a brisk fire.

The forts bear N. N. E. from you, and will direct your fire E. S. E., nearly. If you find your shells burst in the air too high, lower your elevation. Drop down a little to a mile and a half above Chickasaw Bayou (if you are not there already) and let your vessel lie 600 yards apart. If you are troubled with sharpshooters, let the light-drafts fire 1½-second shell into the bushes.

If there is a heavy fog and you hear no artillery, wait until it clears up a little, but commence the moment you hear artillery in E. S. E. direction.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding GEO. M. BACHE, U. S. Navy,
Commanding Cincinnati.

Detailed report of Acting Rear-Admiral Porter, U. S. Navy, transmitting sketch
, showing position of forces.

No. 258.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, December 27, 1862.

SIR: This morning we commenced early the work of removing the torpedoes. The boats worked under a brisk fire from the concealed riflemen in pits, but the enemy gradually receding before our ves-

sels, and by 3 o'clock in the evening we had worked up to within half or three-quarters of a mile of the batteries, the strength of which it was desirable to feel. The army in the meantime advanced toward the heights. My object was to draw off a large portion of the troops from Vicksburg to prevent our ascent of the Yazoo, by which we could throw troops on the Mill Dale road. At half past 2 the forts commenced firing briskly at our boats with eight heavy guns without driving them in. The way being apparently clear of torpedoes, the channel having been thoroughly dragged with all sorts of contrivances, Lieutenant-Commander Gwin at 3 o'clock advanced to the farthest point where the boats had finished their work (which was about 1,200 yards from the forts) and opened his batteries. The other vessels were also ordered up, all of which were lying close behind. The river was, however, too narrow at that point to get even two vessels abreast, and the *Benton* bore the brunt of the fight. It lasted two hours, during which time the *Benton* was much cut up, but nothing happened to impair her efficiency. Her armor was shot-proof where it was struck, except on deck, but still I regret to say there were some serious casualties.

Lieutenant-Commander Gwin was most seriously wounded by a rifle shot striking him on the right breast and carrying away the muscle of the right arm. He refused to enter the shot-proof pilot house, saying that a captain's place was on the quarter-deck. While there is life there is hope, and I trust the life of this gallant officer may be spared to us; the country can ill afford to lose his services. Mr. Lord, the executive officer of the vessel, was wounded severely in the foot, but fought the vessel gallantly after the captain had been carried below, and retired when the batteries were all unmasked, and when the object was accomplished for which the vessels went up.

I had three of the ironclads and the *Lexington*, the *Marmora*, and the ram *Queen of the West* lying as a reserve, but none of them were struck, though in action, except the *Cincinnati*, Lieutenant Bache, by which no material damage occurred to the vessel.

The army advanced at the same time we were attacking the forts, making the enemy believe we were going to force the river forts. This induced them to draw off a large part of their force from Vicksburg, and their cavalry were kept employed driving the men back to their guns.

I send you a sketch of the present position of affairs. The fighting is going on now, but with what success I know not; our troops, though, are gaining at every step, and I am in hopes by morning that General Sherman will cut the communication between Vicksburg and Mill Dale, which should by rights end the affair.

The railroads have all been cut leading into Texas, and there will be no hopes of supplies, even if Vicksburg can hold out for a short time.

The enemy can not approach the left wing of our army until they reach the heights without coming in range of our gunboats. At that point the army will have all the fighting to do themselves.

The following is a list of the killed and wounded:

Lieutenant-Commander William Gwin, severely wounded on the right breast, lacerating the pectoral muscles extensively; also tearing away a portion of the muscles of the right forearm.

George P. Lord, executive officer, severe contusion of the foot.
 Elias Rees, executive officer of the *Marmora*, slight wound.
 N. B. Willets, gunner, severe wound.
 Robert Royal, master-at-arms, killed.
 Thomas Smith, seaman, mortally wounded.
 Alexander W. Lynch, seaman, severe contusion of the head.
 Alexander Campbell, seaman, severe wound.
 Stephen Moss, slight.
 George Collender, boy, slight.
 I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock,
 U. S. Navy.

YAZOO RIVER, *December 27, 1862.*

MY DEAR PENNOCK: We have had stirring times to-day, engaging the Yazoo batteries and taking up the torpedoes. The old war horse, *Benton*, has been much cut up, and the gallant, noble Gwin, I fear, mortally wounded. He was struck in the right breast with a large rifle shot, which tore off all the muscles of his right arm. The *Benton* has 10 killed and wounded, but though hit often is still good for a fight. The torpedo lifting has been carried on under extreme difficulty and heavy firing from the rebels. Three only have been killed in the boats. I am looking anxiously for the hospital ship. Send her down under convoy. Send all coal boats with convoy, and do give us coal, no matter what it may cost; we have not a pound. That old scoundrel in the *Sampson* ran into one of the ironclads and sunk a full one the moment he arrived here; he has been a trouble throughout. Get guns on the *Price* as soon as you can, and let her report to Selfridge at Napoleon. Fit guns to four or five of those mortar boats and stand by to have them towed down to Columbus, Hickman, Memphis, Helena, or any point they may be wanted. If General Ellet has a ram, ask him to send her down to Captain Selfridge at the mouth of the Arkansas, and when he sends coal down she can convoy it. Put more guns in the *Judge Torrence* if she has not them. Send me much more 24-pound howitzer ammunition. Let the *New Era* report to Selfridge at the mouth of the Arkansas. Hurry off the light-drafts. Send down Brown and Foster the moment they arrive, and believe me,

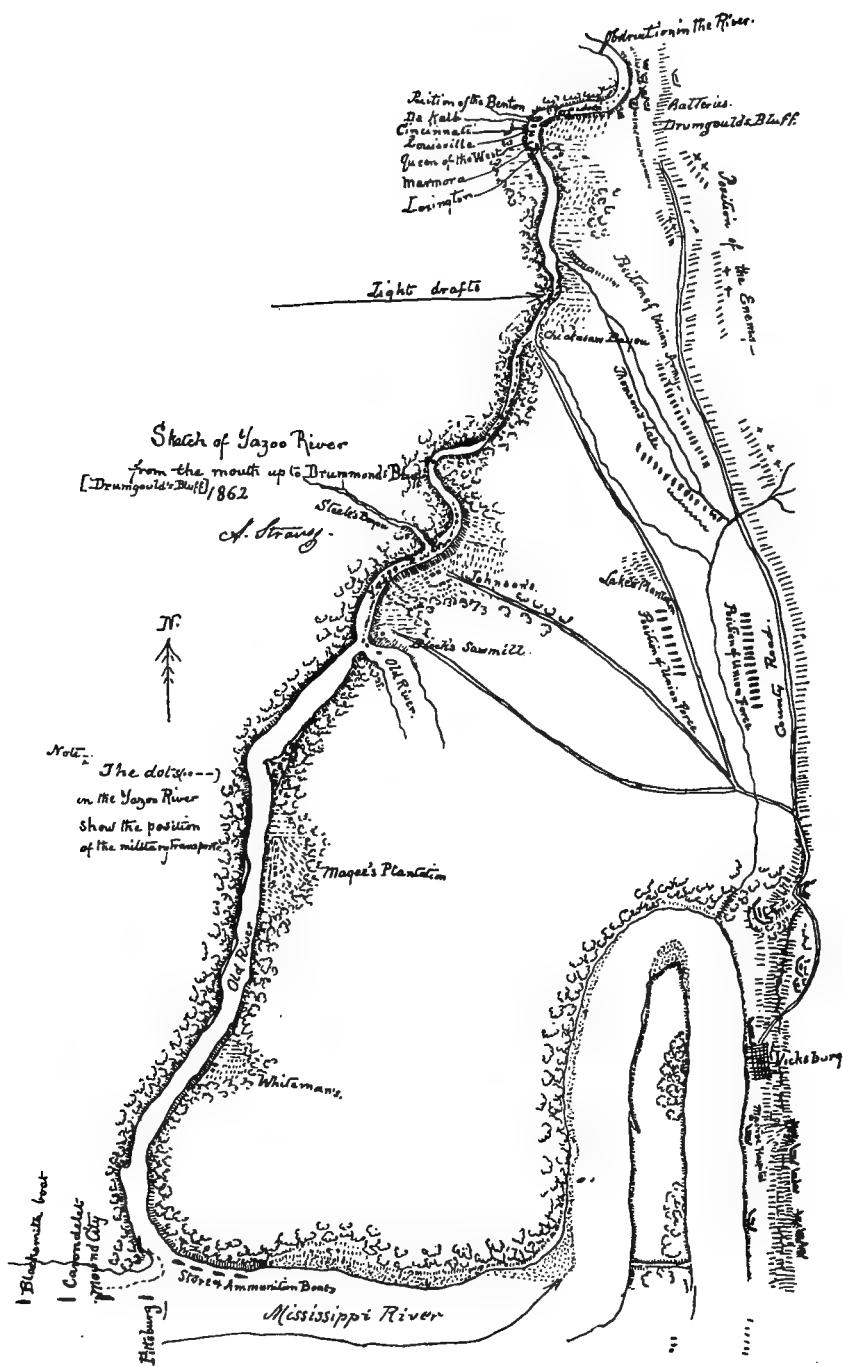
Yours, truly,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain A. M. PENNOCK,

Naval Station, Cairo, Ill.



Report of Acting Master Lord, U. S. Navy, executive officer of the U. S. S. Benton, commanding pro tem.

U. S. GUNBOAT BENTON,
Up Yazoo River, December 28, 1862.

SIR: I have the honor to report that on the 27th instant we moved up within range of the rebel batteries, situated on Drumgould's Bluff. Finding it impossible to work our batteries with advantage by laying in the river, Captain Gwin ordered the vessel to be moved to the left bank, this being the only position in which he could place his vessel in range of the batteries, owing to the presence of torpedoes in the river. In this position we could work the bow or starboard batteries, by slacking or tautening the lines. The torpedoes rendered it unsafe for us to engage the batteries farther up the river or at closer quarters.

At 3:35 we opened on their batteries with our bow guns, and continued the fire from them for upward of one hour, when the accuracy of the enemy's firing proved that they had succeeded in obtaining a dead range upon our vessel.

Captain Gwin then ordered the vessel to be moved to the opposite side of the river; while executing this order Captain Gwin, who was standing upon the forward part of the quarter-deck, was severely wounded, rendering him unfit for command.

I immediately signaled the officer next in command that our captain was wounded, sending a boat at the same time to the gunboat *Baron De Kalb* for a surgeon.

I then communicated with Captain Owen, of the *Louisville*, asking him whether I should anchor or report to you. He ordered that I should proceed down the river and report to you. The entire engagement lasted one hour and thirty-five minutes. We were struck 24 times, but received no material injury.

The following is a list of the killed and wounded:

Killed.—Robert Royal, master-at-arms.

Wounded.—Lieutenant-Commander William Gwin, seriously; Acting Master Lord, slightly; Acting Master Rees, of steamer *Marmora*, slightly; Gunner N. B. Willets, slightly; Boatswain's Mate Moore, slightly; Seaman Smith, mortally; Seaman Campbell, seriously; Seaman Lynch, slightly; Seaman Moss, slightly; Seaman Collender, slightly; Seaman Killien, slightly.

I most respectfully call your attention to the bravery and coolness of Acting Ensigns Gove and Wright, Master's Mate Brennen, Gunner N. B. Willets, and Boatswain's Mates Morton and Martin, Captain of the Forecastle Moore, and Signal Quartermaster Williams.

Paymaster Lownds kindly attended to the wounded. Mr. Morton, special pilot, handled the vessel with coolness and to the best possible advantage.

I take great pleasure in stating that throughout the entire engagement the officers and men evinced that courage worthy of so noble a cause.

Most respectfully, your obedient servant,

GEO. P. LORD,
Acting Master, Commanding pro tem.

D. D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Lieutenant-Commander Walker, U. S. Navy, commanding U. S. S. Baron De Kalb, regarding shells expended.

U. S. GUNBOAT BARON DE KALB,
Yazoo River, December 27, 1862.

SIR: I have the honor to report that in the action of to-day with the enemy's batteries this vessel sustained no damage. We fired 37 10-second, 12 15-second, and 3 5-second shells from the X-inch guns, 33 10-second shells from the VIII-inch guns, and 2 Hotchkiss shells from the 30-pounder rifles.

I am, very respectfully, your obedient servant,

JOHN G. WALKER,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, regarding operations in the Yazoo River.

YAZOO RIVER, *December 27, 1862.*

GENERAL: I was up the river this morning before the troops got up, and found that our men were very much exposed in the rowboats, a sharp fire being kept up all the time I was there. The boats were firing back with spirit and gradually driving the rebels. The worst fire came from the left side of the river going up, and I suggested to General Hovey that a few men on that side would much aid us in enabling the men to work faster. I think, by working at night and keeping a good patrol of soldiers 200 yards ahead of the boats on both sides of the river, we will have the forts fairly in range to-morrow, when I think we can drive them out. If you can spare the men that are now up there, I would be much obliged if you would let some of them remain for the purpose mentioned.

I am, general, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General W. T. SHERMAN,
Transport Forest Queen.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, regarding casualties from engagement with batteries.

YAZOO RIVER, *December 27, 1862.*

GENERAL: We have been unfortunate to-day. The *Benton* has been a good deal cut up by the fort, which has heavy rifled guns mounted.

Poor Gwin, I fear, is mortally wounded, having had the muscle of his arm and part of his breast torn away by a large rifle shot. I left him, after seeing how the work was going on, with orders to make feint only on the fort to see what they had, and no report was made to me that the shot was reaching our vessels.

I was in hopes they would burst their guns. There were 10 killed and wounded on board the *Benton*; they struck her almost every time they fired.

It will be well not to mention this, as the rebels will hear of it and find out the vulnerability of our vessels.

The fort is a strong one in front, but open to the rear and commanded by the hills behind it.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General Wm. T. SHERMAN,

Commanding District of Memphis.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, forwarding chart.

YAZOO RIVER, *December 27, 1862.*

GENERAL: I send you a chart showing how I have arranged the gunboats and troops. General Steele is, I think, about the place marked on the chart. Your orderly has been sent there by a steamer that put him the other side of Chickasaw Bayou.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

General W. T. SHERMAN,

Commanding District of Memphis.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Brown, U. S. Navy, commanding U. S. S. *Forest Rose*, to proceed with the U. S. S. *Marmora* up Old River and open fire toward Vicksburg.

YAZOO RIVER, *December 27, 1862.*

SIR: At daylight in the morning the *Marmora* and *Forest Rose* will enter Old River, and, going up to the head of the False River, open for a few minutes a brisk fire of shell and rifle shots on the bushes, firing with long range (10-second fuze) and high elevation toward Vicksburg. After firing ten minutes, fire then one shot apiece every three minutes, until each vessel has fired 20 shells, when the *Marmora* will return to the mouth of Old River, to guard the approach to that point, and the *Rose* will remain halfway up the Old River to avoid any approach in that direction. They will so remain until further orders.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master GEO. W. BROWN,

U. S. S. Forest Rose.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. *Lexington*, to guard against attack by Johnson's road.

YAZOO RIVER, *December 27, 1862.*

SIR: The *Lexington* will move down around the next turn at daylight, ready to drive off any rebels who may try to come down on the vessels by Johnson's road. The *Tyler* will drop down halfway between the *Lexington* and Old River.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander J. W. SHIRK,

U. S. S. Lexington.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. *Louisville*, to withdraw from the fire of the batteries.

YAZOO RIVER, *December 27, 1862.*

SIR: You will withdraw from the fire of the batteries, so that they can not possibly reach you or the vessels with you. Under no circumstances will you get within reach of the guns. It was never intended to engage the batteries, but to draw the fire and see what guns they had. Let no vessel lie within reach of the guns.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander E. K. OWEN, U. S. Navy.

Commanding Louisville.

Letter from Major-General Sherman, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding modified plan.

HEADQUARTERS RIGHT WING, THIRTEENTH ARMY CORPS,
Forest Queen, December 27—4 a. m.

DEAR SIR: The commencement of rain and nonarrival of General A. J. Smith's division makes a modification of my plan necessary. I will move the three columns as before indicated, but will send Steele with two brigades to Blake's Levee at the mouth of Chickasaw Creek, first, to enfilade and threaten the levee along the Yazoo, behind which the enemy works his torpedoes; second, to follow the levee along Chickasaw Bayou back to the hills to secure a lodgment; the gunboats could then threaten Haynes' Bluff battery.

It may become necessary for us to use Chickasaw Bayou to boat up stores to its head. Please cause an examination of its mouth, where our forces are in possession of both shores.

I am, etc.,

W. T. SHERMAN,

Major-General, Commanding.

Admiral D. D. PORTER,

Flagship Black Hawk.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the various operations in the Yazoo River.

No. 257.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, December 27, 1862.

SIR: I write you, sending a copy of my instructions to Captain Walke. I have investigated the matter relating to the loss of the *Cairo*. I can see in it nothing more than one of the accidents of war arising from a zealous disposition on the part of the commanding officer to perform his duty. Captain Walke sent up and made a reconnoissance and afterwards sent up an expedition agreeable to my orders, but he did not calculate how smart the rebels would be, who, in the meantime, put down some hundreds of torpedoes.

Captain Walke was very sick at the time, or he would have gone up himself. On the morning of the 23d Captain Walke sent up Lieutenant-Commander Walker on the *Baron De Kalb*, with the ram *Queen of the West*, the *Signal*, and a tug, to take up the torpedoes, which duty Lieutenant-Commander Walker was performing under a heavy fire from the rebel pickets, when an expedition under Lieutenant-Commander Gwin (whom I had sent down from Helena) arrived, and Lieutenant-Commander Gwin took charge of the torpedoes, under special instructions from me, and with drawings of plans for their destruction. This expedition was composed of the *Benton*, *Lexington*, Lieutenant-Commander Shirk; *Tyler*, Lieutenant-Commander Prichett; *Signal*, Acting Master Scott; *Romeo*, Acting Ensign Smith; *Juliet*, Acting Volunteer Lieutenant Shaw; ram *Queen of the West*, Captain Sutherland, and *Lioness*, First Master T. O'Reilly, working under a terrific fire from both banks of the river from over 2,000 men in rifle pits. This dangerous duty has been performed so far to my entire satisfaction; the river has been dragged in all directions as far as the vessels have gone, and the first fort of eight guns, at Mill Dale, is now in range of our guns. Three good landings have been secured for the landing of the troops, which disembarked on the 26th, and some 25,000 men are now within a short distance of Vicksburg, which I hope will be easily entered.

This expedition has been a complete surprise to the rebels. They have been expecting General McClelland, and their spies have kept them informed that he was raising no men, hence they were doing nothing of importance in this quarter. The moment General Sherman gains the heights the vessels will commence bombarding Vicksburg in front.

If the enemy do not receive large reinforcements in the meantime, Vicksburg will be ours with small loss. There has been perfect accord between the movements of the Army and Navy. The military movements here have been masterly, and I regret to hear that a change of leaders is about to take place, which may make an entire change in the present programme.

I have to inform you that Acting Master's Mate Robert Hamilton was shot through the head on the 25th while dragging for torpedoes; a good officer, and much regretted by his commander and brother officers.

I send you a chart, made by Mr. [A.] Strausz, of the Coast Survey, showing you exactly the present position of affairs.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Walker, U. S. Navy, commanding U. S. S. Baron De Kalb, regarding shells expended.

U. S. GUNBOAT BARON DE KALB,

Yazoo River, December 28, 1862.

SIR: I expended this morning in shelling the Mill Dale road 25 15-second X-inch shells, 15 15-second VIII-inch shells.

I have no 10-second, and but two 15-second shells for my X-inch guns.

I am, very respectfully, your obedient servant,

JOHN G. WALKER,

Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, referring to movements of Brigadier-General Steele, U. S. Army.

YAZOO RIVER, *December 28, 1862.*

GENERAL: General Steele's right, from all I can learn, rests at "A," on the chart I send you. He has advanced some, has had some skirmishing, and I sent up a boat for your orderly and 19 wounded men.

I have a number of negroes who ran away from Benson Blake. I have been shelling about his house, E. S. E. by compass. I was afraid of the S. S. E., as it came too near to General Steele; the negroes told me the shell fell on the road. I don't want to throw away any shell in that direction until I know more about it, or whether it is of service. I am now getting the mortars in position to shell in the direction of "B" and "C" on the enclosed chart. The enemy can not force Steele's left if I can only be informed of it, for I can drive him back with the gunboats and mortars; he won't attempt it except as a feint, when, if Steele could double on his left, he would drive him toward our vessels and be able to get up that hill.

I am only premising from the supposition that General Steele is where the orderly says he is. I will endeavor to keep open communication with him, and when you send to him again you will get your order transmitted more rapidly. Is the enemy strong, or is he doing all he can?

I am, general, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General W. T. SHERMAN,

Commanding Forces, etc.

Report of Colonel Ellet, U. S. Army, commanding Ram Fleet, submitting plan for removal of torpedoes from the Yazoo River.

STEAM RAM MONARCH,
Up Yazoo River, December 28, 1862.

ADMIRAL: I beg leave to submit to your consideration a plan which I believe would prove effectual in destroying the torpedoes in the Yazoo, or in any other stream in which the enemy may place them.

I propose to construct a raft, employing the longest and largest timber, 70 feet long and 30 feet broad, with a cavity let into one end in such a manner that it may be attached to the bow of a steamer. The forward end of the raft should be armed with strong vertical stakes, placed a few inches apart, and descending 7 or 8 feet into the water.

I believe that a steamer armed with this rake could run up the Yazoo or any other stream, whatever the number of the torpedoes might be, and destroy them without difficulty or danger. The teeth of the rake would catch any wire, cord, or other contrivance to explode the torpedo from the shore and tear it loose. If the infernal machine happened to go off, all the harm it could do would be to shatter a few of the teeth or a portion of the forward end of the raft itself. The steamboat, 70 feet in the rear, would be uninjured.

There would be no necessity for exposing men in small boats to sharpshooters on shore. There would be no risk run from careless men handling the torpedoes when dragged ashore. Those which did not go off when struck by the raft would probably be harmless afterward. Those which did explode would do no injury. The channel, in fact, could be cleared of torpedoes as fast as a boat could run, if the boat was armed with a torpedo rake.

I remain, with high respect, your obedient servant,

CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

D. D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, forbidding communication with Vicksburg.

U. S. MISSISSIPPI SQUADRON,
[Yazoo River], December 28, 1862.

SIR: Under no circumstances will you permit any prisoners to go to Vicksburg or allow any communication with that place without further orders from me. Keep the *Minnehaha* under your guns. Allow no communication of any kind with her. Do not allow her to keep up steam enough to move.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WALKE, U. S. Navy,
Commanding U. S. S. Carondelet.

Order of Acting Rear-Admiral Porter, U. S. Navy, to the master of steamer Minnehaha, declining permission to land prisoners at Vicksburg.

YAZOO RIVER, *December 28, 1862.*

SIR: Under no circumstances will any communication be allowed with Vicksburg at this moment, much less will public prisoners be allowed to land while a battle is going on. You will therefore return to Helena and report to the commanding military officer at that place.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain DAVID WHITE.

[*Commanding Steamer Minnehaha.*]

Order from Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy.

U. S. MISSISSIPPI SQUADRON,

December 28, 1862.

SIR: Please send up without delay Mr. Fentress and the master's mate who came from the Mortar Fleet.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WALKE,

U. S. S. Carondelet.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding permission granted to Captain Sutherland, U. S. Army, commanding ram Queen of the West, regarding coal.

U. S. S. LOUISVILLE,

Yazoo River, December 28, 1862.

SIR: I have given Captain Sutherland permission to go down to see if he can obtain any coal, as he will be out by to-morrow at 9 o'clock a. m. I have requested him to state to you the result of his visit on shore to-day near this place. He has also another contraband, procured near here. No troops have as yet passed in sight from this squadron, though there are a few pickets in sight on the hills up the river and beyond the enemy's batteries. There is a signal station on the top of the highest peak.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. Louisville, regarding the erection of a battery by the enemy in Yazoo River.

U. S. S. LOUISVILLE,
Yazoo River, December 28, 1862.

SIR: It has just been reported to me that the enemy were engaged in erecting a battery of apparently large guns on the first right-hand high mound this side of the batteries engaged yesterday. I have been up on the *Signal* and saw them at work, some 60 or 80 men. The battery appears to be about 2 miles from here; I send the *Queen* for instructions. The *Cincinnati* has no 10-second fuzes for IX-inch. The *De Kalb* has none either. Neither has any 15-second fuzes. I have 25 10-second fuzes.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. Louisville.

YAZOO RIVER, December 29, 1862.

SIR: If you see any batteries going up, fire a few shell at them until the mortars get to work, but do not get the vessels under fire; you will have enough of that hereafter.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commander E. K. OWEN,
U. S. S. Louisville.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, regarding means for forwarding mortar boats.

YAZOO RIVER, December 29, 1862.

SIR: By every opportunity send me some mortar boats; charter a steamer to tow them if necessary, or take one by seizure if necessary.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding JOSHUA BISHOP, U. S. Navy,
Commanding U. S. S. General Bragg, off Memphis.

Letter from Major-General Sherman, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, naming Chickasaw Bayou as the line of attack.

CAMP, 4 p. m., December 29, 1862.

DEAR SIR: Spite of all I can do our men and officers waste too much ammunition. I bought every cartridge I could get at Memphis,

and before I left Oxford, [Miss.], General Grant's ordnance officer ordered to me 6,000,000 of small-arms ammunition, which should have been sent from St. Louis before I started, but did not come. It is there now, and it is prudent to order it forward. I wish you would send your fleetest light-draft boat to Memphis with the enclosed letter to Lieutenant Neely, with orders to bring down this ammunition or come on fleet transport with it.

Chickasaw Bayou is our line of attack, and we can do or attempt nothing till we make a lodgment on the hills at its head.

The road at the foot of the bluffs, with its high levee, is a complete covered way, the bayou in front its ditch and the level ground on one side obstructed by felled timber is very hard to pass. Whenever I approach this levee it is lined with a company of sharpshooters. I have found two passable points about a mile apart, which shall be assaulted to-day. Once on firm ground we can begin to act. There is an excellent road on the west bank of Chickasaw Bayou, and to-day I will set a party to work on the east bank. I wish you would examine its mouth and remove any fallen trees and enter it and ascend as high as possible. It will form the necessary avenue of supplies, should rain catch us in the bottoms or depending on our boats where they now are.

My troops are in good positions and willing; but the heads of columns suffer terribly from the unseen foe.

I am, with great respect, yours, truly,

W. T. SHERMAN,
Major-General.

Admiral D. D. PORTER,
Commanding, etc.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Langthorne, U. S. Navy, to proceed to Memphis for small-arms ammunition.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, December 29, 1862.

SIR: Proceed to Memphis and deliver the enclosed letter to Lieutenant Neely, the ordnance officer at that place. He will deliver you 4,000,000 of cartridges, which you will return here without delay. Work night and day, and say to the ordnance officer that a great deal depends on speed. At Memphis set all hands to coaling while you are executing your orders. If you meet coal and overtake it returning, convoy it down; or if you meet the hospital tell them to keep company with you.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Acting Master A. R. LANGTHORNE,
U. S. S. Rattler.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, announcing that the Chickasaw Bayou is open.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, December 29, 1862.

GENERAL: The Chickasaw is now open as far as within half a mile of your line. When the water rises, the small steamers can go up. I have had all the upper branches cut off. I fear this has been a hard day for you. The [*Rattler*] started for Memphis for your ammunition ten minutes after I received your letter.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General WM. T. SHERMAN.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Commanding Walker, U. S. Navy, to furnish list of ammunition required.

YAZOO RIVER, *December 29, 1862.*

SIR: Send me down by the *Champion* a list of everything you can possibly want in the way of powder, shot, shell, fuzes, grape, canister, etc.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding JOHN G. WALKER, U. S. Navy,
Commanding U. S. S. Baron De Kalb.

Letter from Rear-Admiral Porter, U. S. Navy, to Captain Pennock, U. S. Navy, regarding affairs in Yazoo River.

DECEMBER 29, 1862.

DEAR PENNOCK: We want the hospital boat very much; our sick and wounded are increasing.

To-day the army are assaulting—or going to assault—the hills back of Vicksburg. What will be the result, no one knows; it is doubtful. This is a hard nut to crack, with so poor an army as we have. Gwin is better, or doing as well as could be expected; sleeps well and looks well. Telegraph his wife, Mrs. Mary L. Gwin, care Hiram Hutchinson, 35 East Thirty-seventh street, New York.

Yours, etc.,

D. D. PORTER.

Report of Captain Walke, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, regarding affairs in Yazoo River.

U. S. S. CARONDELET,
Off Yazoo River, December 29, 1862.

SIR: The *Judge Torrence* has arrived and is anchored in the Yazoo River above the *Great Western*. I have ordered the *Sampson* to take the 1,000 feet of dressed pine to the *Benton* immediately, and I will

send the *Pittsburg* to guard the ordnance boats in the Yazoo. The officers in charge of the prisoners applied to me for some provisions, as they had not sufficient to last until they could reach Helena, and I have ordered that their deficiency be supplied from the *Sovereign*. They were anxious to have a gunboat to convoy, but as the captain had seen you, I did not feel authorized to send one. I send up the mail by this conveyance containing a letter for Colonel G. W. Clark.

I am, sir, very respectfully, your obedient servant,

H. WALKE,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Yazoo River.

Letter from Major-General Sherman, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, proposing an attack upon Haynes' Bluff battery.

CAMP, December 30, 1862.

DEAR SIR: I am satisfied, had our troops been a little more experienced, we should have secured possession of the hill opposite the head of Chickasaw Creek, which appears to be strongly connected with the ridge leading to Vicksburg. After a close personal reconnaissance in person to-day, I am satisfied to cross the bayou through the narrow paths and abatis will be fatal to a large proportion of my command. Of course, Vicksburg is the prime object, but the Yazoo River is equally important, looking to connection with General Grant, whom I expected to be near enough on our arrival to influence the fate of this movement.

After a dark and rainy night the sky is again clear, and the bayous are little changed. I think there must be a point of disembarkation for troops this side of Haynes' Bluff from which that battery could be stormed without the exposure that marks all the crossing places here. If you concur, and permit all the ironclads to ascend and engage the battery, I will order 10,000 of my best troops to embark by night, and, as secretly as possible, proceed to attack that battery by assault, at the same time opening all my batteries here on the opposite bank, and, if possible, make a new attempt. Haynes' Bluff in our possession, we have a firm footing on terra firma, which we have not here. Unless Grant be near at hand, I can not promise success in a direct assault on Vicksburg. My troops are all up to the bayou, with guns covering the crossings, only two of which are passable, but I have not succeeded in making a lodgment. My pickets on the right reach the Mississippi River near the bend, from which they have a plain view of all the forts, court-house, etc., but the intervening space is one mingled web of fallen timber of great size, filled with sharpshooters, with whom ours are constantly skirmishing. The enemy has thrown some shell, but manifestly spares his ammunition; we do the same. I would solicit a speedy answer, and we must act with great expedition if unsupported in this move by either Grant or Banks, both of whom should now be heard from.

I am, etc.,

W. T. SHERMAN,
Major-General, Commanding.

Admiral DAVID D. PORTER.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, regarding plans for removal of torpedoes from the Yazoo River.

YAZOO RIVER, *December 30, 1862.*

GENERAL: I am preparing one of the rams to clear the torpedoes out of the channel. I propose to send her ahead and explode them; if we lose her, it does not matter much. I will be ready to-morrow night with a large force. I suppose I shall see General Steele before we start and arrange signals, and understand what we are going to do. I would suggest that steamers be selected that make the least noise; that they carry the lowest steam they can to get along with; that their boilers be protected with bales of hay, and canvas or boards be put all around to hide their fires. Let no lights be shown. If they will cut bushes and cover the whole side toward the enemy, I will venture to say they will move up close under the banks without being seen or heard of, provided perfect silence is preserved and no lighted cigars are allowed. They should ascend the river close behind each other, at about a speed of 4 miles an hour; they will then make but little noise with their wheels. If they will daub themselves over on the side toward the enemy with mud taken from the banks and mixed with water about the consistency of whitewash they will be almost invisible. No white spot should show. These are all dodges that I have practiced, and they succeeded. There should be no blowing of whistles; that would destroy all, and for fear of mistakes the whistles should be unrigged. The bells should be lightly rung, or not rung at all, for they can be heard a long way on the river. I can think of nothing else. The defense of hay in front of the boilers should be 2 feet deep and as high as the first deck.

I will arrange all the gunboats so that they will keep the attention of the fort occupied until the troops are near, when we must have some signals to stop. I have a contraband, who came in to-day, who lives about there, and knows where all the obstructions are. He does not describe it as an easy road.

When shall I see General Steele, or will you be in?

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General W. T. SHERMAN,

Commanding Forces, etc.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, to send vessels up Yazoo River.

U. S. MISSISSIPPI SQUADRON,
December 30, 1862.

DEAR WALKE: Circumstances will require all the gunboats to-morrow night. Detail the *Pittsburg* for the present; send the *Great Western*, the *Sovereign*, and the army store vessels up to Old River and let them anchor there out of the way, or make fast to the bank; there is plenty of water. Let me see you at breakfast. I have some

plans to arrange with you. I will send a light-draft up river in place of the *Pittsburg*; she can go when coal comes.

Yours, truly,

DAVID D. PORTER.

Captain H. WALKER, U. S. Navy,
Commanding Carondelet, Mississippi River.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Hoel, U. S. Navy, commanding U. S. S. *Pittsburg*, to proceed to Island No. 10.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, December 30, 1862.

SIR: You will proceed without delay, as soon as you have coal enough, to Island No. 10, take the best position you can, and hold it against all force.

Have the shores examined within 3 or 4 miles of that place, and if our army run away from their posts and leave their guns to be used by the rebels on our vessel, destroy them effectually and roll them into the river; also keep under cover of your guns any shot or shell on Island No. 10. Take in a full supply of provisions before you start.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant WM. R. HOEL, U. S. Navy,
Commanding Pittsburg.

General orders of Acting Rear-Admiral Porter, U. S. Navy.

GENERAL ORDER.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, December 31, 1862.

At the order the ram *Lioness* will go ahead, keeping as near as possible in the middle of the river.

She will not go full speed, but fast enough to dodge any shot. When she reaches the boom she will land her torpedoes and return, igniting them first. For this purpose two or three lanterns must be ready, each man must be provided with a lighted match, and a boat must be kept manned to pick up anyone who may be left on the raft or have to jump overboard.

No man must undertake this job who is not cool and anxious to do it. The ram will be at the head of the fleet at 3 o'clock under low steam.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Colonel C. R. ELLET,
Commanding Ram Fleet.

GENERAL ORDER,]
No. 25. }

U. S. MISSISSIPPI SQUADRON,
Yazoo River, December 31, 1862.

The vessels will be a little above Chickasaw Bayou, ready to go into action at half past 3 a. m., and when the order is given to

advance will take the position marked on the chart. The ram *Lioness* will go ahead and clear the river of torpedoes. The *Louisville*, *Baron De Kalb*, *Cincinnati*, and *Benton* will leave room for her to return, keeping on the left-hand side of the river going up. Open fire as the forts discover themselves, and give them shell and shrapnel at the proper distance. When the soldiers are ready to land the transport steamers will pass between the vessels astern, *Carondelet*, *Pittsburg*, *Mound City*, *Tyler*, *Lexington*, *Marmora*, and *Forest Rose*. They will stop firing as these steamers come up and close up on the forts above. Rockets will be sent up for all the steamers to stop firing when the troops are ready to charge. If the troops are driven back, and do not get to the forts, then the steamers will retire around the bend, out of gunshot. The signal to retire will be continuous signals of Costons. Good lookouts must be kept for the above-mentioned signals. Let there be no confusion, and do not foul each other if it can be helped, but retire in line out of fire, the stern vessels going first. Let every light be put out on the vessels, except the battle lanterns; keep the ports covered as you go up and until the battle commences. I will put false lights on the left side going up for the enemy to fire at. There will be explosions on the raft. Explain it to the crews. Each ironclad will carry a red light in her stern port.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

GENERAL ORDER, }
No. 26. }

U. S. MISSISSIPPI SQUADRON,
Yazoo River, —, 1863.

The pilot managing the transports will move according to the orders of the naval officer commanding, who will direct them from a tug.

The following orders will be observed. All will follow the leading boat and land on the left of the one ahead of them. When the ironclads are passed the boats will push on and land above Bayou Skillet Goliah. They will then, as soon as the troops land, drop down, keeping on the right side of the river going up, under the high bank. Perfect silence should be observed. No whistle should be blown. Bells must be rung slightly. All lights in the vessel must be put out. No cigars must be lighted. The troops should sit down and the boats should not back out until ordered to do so.

Canvas should be hung over the front of the fires.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Detailed report of Acting Rear-Admiral Porter, U. S. Navy.

No. 261.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, December 31, 1862.

SIR: I have already written you a hurried report of the attack on the Yazoo batteries by the *Benton*, and have the honor to relate occurrences up to this date.

On the 27th instant, Lieutenant-Commander Walker, of the *Baron De Kalb*, had cleared the river Yazoo of torpedoes to the place nearly where the *Cairo* was sunk, and had obtained possession of two landings. The enemy, to the number of 2,000, were contesting every inch of ground from rifle pits and from behind levees, where, from high overhanging banks, they could fire on our vessels almost with impunity. The light-draft ironclads *Signal*, *Juliet*, and *Romeo*, were very serviceable in performing this duty, being perfectly bullet-proof all over except in their upper cabins, which were pretty badly cut up. I did not deem the landings already secured sufficiently good, and on the 23d instant Lieutenant-Commander Gwin, according to order, proceeded up the river in the *Benton*, accompanied by the *Tyler*, Lieutenant Commanding Prichett; *Lexington*, Lieutenant-Commander Shirk; ram *Queen of the West*, Captain E. W. Sutherland; ram *Lioness*, Master T. O'Reilly; *Signal*, Acting Master Scott; *Romeo*, Acting Ensign Smith; *Juliet*, Acting Volunteer Lieutenant Shaw. The 24th, 25th, and 26th were occupied in getting up the torpedoes, of which there were a great many, but as the water had risen in the river, our vessels were enabled to keep off the sharpshooters, and the boats being well covered, drove them back when they came in small numbers. Thus the work continued until the boats turned the bend in the river, where a series of forts, dotted all around the hills, and a heavy raft, covered with railroad iron, seemed to forbid all further progress. I directed the work to go on in the boats as near to the forts as possible, and they proceeded until the forts opened on them at a distance of 1,200 yards. Though much annoyed by the fire on the 27th, the boats continued their work, and the *Benton* closed up to cover them. It was blowing very hard at the time, and the current being checked by the wind, the *Benton*, at all times an unmanageable ship, had a tendency to turn head or broadside to wind; in consequence of which she had to be tied to the bank. Then the enemy opened fire on her, almost every shot hitting her somewhere. Seven or eight heavy guns were firing from the different forts (50-pound rifles and 64-pounders solid). After she made fast to the bank she was hit thirty times. Whenever the shot hit the pilot house or the defense on her sides it did but little harm, in some places scarcely leaving a mark; but whenever they struck her deck, they went through everything, killing and wounding 10 persons, amongst the latter Lieutenant-Commander Gwin. The wind blew so hard that the other ironclads were unmanageable, and though they brought their batteries to bear (as did the *Lexington* and *Tyler*) as well as the very narrow stream would permit, they could not fire very effectually. Two of the guns in the forts were silenced, and the boats being unable to work any longer, the vessels dropped back around the point, out of fire. The object of the firing was only to cover the boats, as the forts can only be taken by a landing party, and a very strong one at that.

The *Benton* was not rendered inefficient in the least, though two of her guns were damaged so that they are no longer serviceable, having been hit with shot.

On the 28th General Sherman had advanced his forces within skirmishing distance of the enemy, and I sent up a strong force to make a feint on the forts, and to fire across on the Mill Dale road to

prevent reinforcements from being sent that way from the Yazoo forts to Vicksburg. Owing to late heavy rains, General Sherman found the ground almost impassable, and was headed off at every step by innumerable bayous. On the 29th the assault was to commence on the hills behind Vicksburg, provided the army could find an opening through the abatis, which was piled up before them in all directions, and thousands of sharpshooters in rifle pits picking off the officers at every step. I brought up the only two mortars I had been able to get down here and placed them in position (backed by the gunboats) to shell the woods on the right and left of our army, to prevent the enemy from doubling on either wing; also placing a portion of them at different points to protect the transports. The battle commenced early in the day, on the 29th, and our troops, with great heroism, went to the assault; one division succeeded in getting into the batteries on the hill and drove the enemy out, but one of the two divisions that were to assault being behind time, the assault was unsuccessful; the men had to retire again, and laid on their arms that night in a cold, heavy rain that must have decimated the army. My opinion is that the present rain, which is heavy, will render any attempts of our army to enter Vicksburg in that way useless. They could scarcely move the artillery at first; it will be doubly troublesome now. In the meantime the rebels are receiving reinforcements by every train and are almost, if not quite, as numerous as our troops.

Our army will have to entrench themselves until the ground will enable them to move. We have a good position, and the gunboats cover the army in a semicircle of 8 miles.

Since I came below the commanders of the different posts have all urgently demanded gunboats, many of them holding positions where they could drive off three or four times their number. At Island No. 10 I have been notified that the commander had been ordered to abandon that post and spike his guns. I have ordered the *Pittsburg* up there to hold it, and to break up the guns, as they are old ones and fit for nothing; still, the rebels might get them in some of these stampedes. The commanding officer at Columbus hears that 40,000 men are advancing on him, and wants a gunboat. I sent him the *New Era*, and ordered Commander Pennock to fit 32-pounders on the old mortar rafts and plant them in front of Columbus and Hickman.

General Curtis calls for a large force of gunboats to meet General Gorman on the 5th of January, 1863. General Curtis has ordered movements from the east up the Arkansas on Little Rock.

General Gorman wants two gunboats at Helena. He says he is utterly powerless with 5,000 infantry and 2,000 cavalry. I suppose I must raise them.

The *General Bragg* is stationed at Memphis to protect that place and repair her machinery. I have sent the *Conestoga* to the mouth of Arkansas River to protect the troops about to be stationed there and to prevent any intercourse up or down the Arkansas. As the light drafts are finished they will be stationed at different points on the river. What our future operations will be here I can not yet tell. We expected that General Grant would have been in the rear of Vicksburg by this time and that General Banks would have been at Port Hudson, both of which movements were, I believe, part of the plan of operations. We hear nothing of either of these generals.

The rebels are going to throw a powerful force into Vicksburg to hold it at all hazards, and the heavy rains at this time will cause a change in the military operations. General Sherman is quite equal to the emergency, and nothing daunted by his want of success. Part of the programme of the rebels is to threaten our river forts, to make us draw off our troops from here; but with the positions held by the commanders of these forts they can defy any force brought against them if they do their duty and keep dispatch boats ready to notify the gunboats that will soon be stationed on the river. If there is a delay it will enable us to get down our ironclads from above, of which I see no prospect at present.

Five light-draft steamers under Lieutenant-Commander Fitch are up the Tennessee River and will be able to operate there now that the water is rising. We will soon have two others on the Ohio.

Everything in the squadron in the shape of a steamer has a gun of some kind mounted on her, and our vessels pass up and down without molestation.

The vessels now here are the *Black Hawk*, *Benton*, *Baron De Kalb*, *Carondelet*, *Louisville*, *Cincinnati*, *Mound City*, *Lexington*, *Tyler*, *Signal*, *Romeo*, *Juliet*, *Forest Rose*, *Rattler*, *Marmora*; rams *Monarch*, *Queen of the West*, *Switzerland*, *Lioness*; storeship *Sovereign*; ordnance vessels *Judge Torrence* and *Great Western*; floating smithery *Sampson*; tugboat *Champion*, and six small tugs and two mortars, water-logged.

The health of the squadron is improving. The hospital ship is on her way down here.

I have the honor to be, very respectfully, your most obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Colonel Ellet regarding device for the removal of torpedoes from Yazoo River.

U. S. STEAM RAM MONARCH, *January 3, 1863.*

GENERAL: I have the honor to report to you that on December 30, 1862, Admiral Porter accepted a plan which I proposed to him for clearing the Yazoo River of torpedoes and thus enable the gunboats to get within close range of the enemy's batteries on the bluff.

My plan was to attach to the bow of a swift and powerful steamboat a strong framework, consisting of two heavy spars, 65 feet in length, firmly secured by transverse and diagonal braces and extending 50 feet forward of the steamer's bow. A crosspiece, 35 feet in length, was to be bolted to the forward extremities of these spars. Through each end of this crosspiece and through the center a heavy iron rod, 1½ inches in diameter and 10 feet long, descended into the river, terminating in a hook. An intermediate hook was attached to each bar 3 feet from the bottom. The three bars were strengthened by a

light piece of timber halfway down, through which they were passed and bolted.

I proposed to secure this rake to the bow of the steam ram *Lioness* and run her at full speed up the river. The torpedoes are sunk in the water, but the cords by which they are fired are attached to buoys floating on the surface. My belief was that the curved hooks of the rake would catch these cords, and, driven by the powerful boat, would either explode the torpedoes or tear them to pieces and break the ropes, thus rendering them harmless to succeeding vessels. As there would be at least 45 feet of water between the point of explosion and the bow of my vessel, I anticipated no danger would be done the boat. If the rake was destroyed a new one could easily be constructed. The design was to obviate the necessity of sending men out in small boats to fish for torpedoes under tremendous fire from regiments of rebel sharpshooters stationed in rifle pits along either shore. This had been the plan hitherto pursued and found impracticable. The *Cairo* was blown up by a torpedo while protecting the men who were searching for them.

By Rear-Admiral Porter's order I commenced the construction of a rake on the night of December 30. It was finished on the following day. Great credit is due Mr. George W. Andrews, carpenter of the *Monarch*, for his exertions in getting it ready. He worked upon it all night, and the next day in the water, and its speedy completion was mainly due to his efforts. We experienced great difficulty in procuring material, and were compelled to cut and haul the green timber on the bank at night. The wood was very heavy and sunk in the water. I was compelled to sustain the frame by the strongest chimney guys I could find, bolting them through the bulwarks of the *Lioness*. When finished it worked to the greatest satisfaction, and the *Lioness* was in her place at the head of the fleet on the night of the intended attack, awaiting orders to move. She carried alongside in an open barge 15 barrels of gunpowder, which I was instructed by Admiral Porter to place on the raft and ignite after reaching it. During her whole passage up and at the raft itself the *Lioness* would have been under the fire of the enemy's batteries. The plans of the commanding officer were changed, and the attack did not take place. I returned and destroyed, by Admiral Porter's order, such portions of the raft as could not be retained.

I think it is only just, however, to the 35 brave men who volunteered to accompany me on this expedition, to send you their names. I hope, notwithstanding the probability that the *Lioness* would have been destroyed, that you will approve of my having proffered her and my men for the purpose required. The removal of the torpedoes was essential to the advance of the ironclads, and consequently to that of our army. I have the honor to be,

With the highest respect, your obedient servant,

CHARLES RIVERS ELLET,

Colonel, Commanding Ram Fleet.

Brig. Gen. ALFRED W. ELLET,

Commanding Mississippi Marine Brigade.

Report of Captain Sutherland, commanding the U. S. ram *Queen of the West*, of operations in Yazoo River, December 23-27, 1862.

U. S. RAM QUEEN OF THE WEST,
Mississippi River, January 4, 1863.

SIR: I have the honor to report the part taken by this boat in the late expedition up the Yazoo River:

On the morning of December 23 I got underway, in obedience to orders from Flag-Officer Captain Henry Walke. This boat was preceded in order by a tug and the gunboat *Signal*, with the gunboat *Baron De Kalb* bringing up the rear, the object of the expedition being to clear the river of torpedoes and other obstructions and secure a landing for the army.

Upon arriving at Johnson's plantation I commenced shelling the woods to protect the tug. Proceeding half a mile farther the tug suddenly received a volley of musketry, followed by successive discharges at this and the other boat. I immediately advanced with this boat, covering the tug with the rifled gun and throwing canister from the port batteries. The enemy appearing on both sides of the river, the firing was brisk until 3 o'clock in the evening, when, a large part of the fleet coming up, the action was discontinued. Captain Gwin, of the *Benton*, now assumed command, and by the courtesy of that gallant officer this boat was permitted to lead the advance, for which favor I am the more indebted, inasmuch as he took upon himself the responsibility of deviating from the instructions of Admiral Porter, the purport of which was that the rams should remain in the rear.

Early on the morning of the 24th I reconnoitered with this boat up to the wreck of the *Cairo* and found the river clear. The fleet moved up, and this boat crossed the line of a torpedo before I discovered it. I reported it to Captain Gwin, when we sent out several boats to remove it. While so doing the enemy fired into them such a volley as to plainly indicate the impracticability of ever destroying the torpedoes by that means. The enemy now opened a galling and severe fire on all the boats and especially on this. My men gave three hearty cheers and returned their fire with such spirit and accuracy as to elicit repeated cheers from the flagship. I remained at this point to engage the enemy, and the firing was heavy and incessant on both sides during the entire day. The other boats, at some distance in the rear, confined their efforts to the earthworks at the mouth of Chickasaw Bayou and below.

The events of the 24th clearly foreshadowed the danger, in fact demonstrated the impossibility, of removing the torpedoes by sending out men for that purpose in open boats. The enemy were effectually sheltered in rifle pits, which extended in almost unbroken continuity to the fort at the bluffs.

The morning of the 25th I patrolled the river from 12 o'clock until daylight with this boat, and then took the position I had the day before and continued the fire up to the morning of the 27th, but could not succeed in driving the rebels from their works.

On the 27th the command of General Steele moved up to enfilade the levees. I then advanced with this boat, the ironclad vessels, two abreast, following at a distance of 400 yards, and other boats of the

fleet bringing up the rear. My instructions were to cover the small boats engaged in taking up the torpedoes and to unmask a battery supposed to be on the left bank of the river. I labored under the greatest disadvantage for the want of a glass. Advancing too far, the officer commanding signaled my recall. I could not distinguish the signals, and moved up to encounter the enemy, who appeared in heavy force on the right with several batteries of field artillery. Observing that the fleet did not support, I turned and saw the signal of recall. I found then that my pilot, Mr. McKay, had allowed the boat to drift in to shore, and was detained half an hour in getting afloat again. I rejoined the fleet and made the necessary explanation to the officer commanding.

About 12 o'clock I again advanced, the other vessels following as before, until drawing the fire from the rebel fleet, I withdrew out of the range of the enemy's guns, and thus terminated the active part taken by this boat in the expedition. For several days subsequent to this I lay at anchor near the plantation of Benson Blake, an officer of some note in the rebel Army.

As most of the danger we incurred from torpedoes and the rebel fire was met with at this plantation, I considered it proper to destroy some of the buildings, especially a valuable piece of machinery which, from its commanding position on Gascon Bayou, could have been used to annoy us by the rebels. I directed a torpedo to be removed from the river to this building and had it exploded with a portfire, which utterly demolished the building.

You will perceive that from December 23 to 27, inclusive, this vessel was under an almost constant fire, and from the nature of the enterprise and necessity of constant vigilance night and day the nerve and endurance of my men were tried severely, and their bravery and perseverance deserve the highest commendation.

The officers under my command (with few exceptions) rendered me much assistance, being obedient to orders and attentive to their duties. Mr. Townsend, engineer in chief, deserves particular mention for skillfully managing the engines. At a critical moment, when the ventfield was blown out of the rifled gun, he replaced it with a new one in time for the piece to render most efficient service.

During the five days engaged I fired, from all the batteries, 78 boxes of ammunition, and I would fain believe that we inflicted a heavy loss upon the enemy; but I can not lay the unction to my soul, as they were too well protected by their rifle pits.

The loss on this boat was none killed and one slightly wounded.

Very respectfully, yours, etc.,

EDWIN W. SUTHERLAND,

Captain, Commanding U. S. Ram Queen of the West.

Colonel CHARLES RIVERS ELLET,

Commanding Ram Fleet.

Letter from Major-General Sherman, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, requesting a reconnoissance of Steele's Bayou.

CAMP, January 1, 1863.

DEAR SIR: I was, of course, greatly disappointed at our luck this morning, when General Steele reported the fog too heavy to admit of the execution of our plan of attack on the bluff.

As we are forced to lay by to-day, I would suggest that a small gunboat ascend the Steele's Bayou to reconnoiter. On my map Steele's Bayou enters the Mississippi in Eagle Bend [Lake?] and it is called Cypress Bayou, opposite our landing. I would like to ascertain if they connect. General Steele will send on board a party of infantry if you wish it.

I am, with great respect, yours,

W. T. SHERMAN,
Major-General.

Admiral D. D. PORTER.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, regarding delayed operations.

YAZOO RIVER, *January 1, 1863.*

GENERAL: We could do nothing on account of the fog last night, until too late to make a safe movement of the transports. It was also twenty minutes of 5 when the ironclads got to Chickasaw Bayou, when they would have been (but for the fog) at their station, under fire, at half past 3 a. m. "Man proposes, God disposes." It is all right. What next? The moon does not set to-morrow until twenty-five minutes past 5; that makes the landing a daylight affair, which is, in my opinion, too hazardous to try.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

General W. T. SHERMAN,
Commanding Forces in the Field.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, to proceed to Island No. 10.

U. S. MISSISSIPPI SQUADRON,
[*Yazoo River*], *January 1, 1863.*

SIR: You will get underway as soon as possible and proceed to Island No. 10 and hold it against any force that may be sent there.

You will get towage up when you can.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WALKE, U. S. Navy,
Commanding U. S. S. Carondelet.

Order of Major-General Sherman, U. S. Army.

[JANUARY 1, 1863.]

To any steamboat passing up the Mississippi River:

You will, on the order of Captain Walke, take in tow the gunboat *Carondelet* and tow her until discharged by Captain Walke.

By order of Major-General Sherman:

LEWIS B. PARSONS,
Colonel, A. Quartermaster, etc.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Prichett, U. S. Navy, commanding U. S. S. Tyler, for the convoy of transports to Yazoo River.

YAZOO RIVER, *January 1, 1863.*

SIR: When the army transports have embarked all their men, drop down after them and cover them with your guns as they retire.

Anchor after you get down at the mouth of the Yazoo, covering the woods with your guns.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES M. PRICHETT,

U. S. S. Tyler.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, regarding movement of his command.

[YAZOO RIVER], *January 1, 1863.*

COLONEL: The army are about to reembark. Have all your vessels ready to follow the transports as they leave the river, and anchor where they were when I came down. Let the ram *Lioness* keep that part of the apparatus for removing torpedoes which may be useful hereafter.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Colonel CHAS. R. ELLET,

Commanding Ram Fleet.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Hamilton, U. S. Navy, regarding movement of storeships.

[YAZOO RIVER], *January 1, 1863.*

SIR: The storeships *Great Western* and *Sovereign* will drop down to the mouth of the Yazoo at daylight and anchor so that they will be out of musket shot.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant WM. F. HAMILTON,

U. S. S. Great Western.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Baldwin, U. S. Navy, regarding movement of storeships.

[YAZOO RIVER], *January 1, 1863.*

SIR: The storeships *Great Western* and *Sovereign* will drop down to the mouth of the Yazoo at daylight and anchor so that they will be out of musket shot.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master THOS. BALDWIN,

U. S. Storeship Sovereign.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Brown, U. S. Navy, commanding U. S. S. *Forest Rose*, regarding position for that vessel.

[YAZOO RIVER], *January 1, 1863.*

SIR: You will drop down to the mouth of the Yazoo at daylight and anchor on the opposite side of the Yazoo River with your guns bearing on the woods.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master GEO. W. BROWN, U. S. NAVY,

Commanding U. S. S. Forest Rose.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Owen, U. S. Navy, regarding movement of vessels to the mouth of the Yazoo.

[YAZOO RIVER], *January 1, 1863.*

SIR: You will be prepared to let all the vessels up with you drop down to the mouth of the Yazoo when I send you word. Let the *Marmora* drop down to above Chickasaw Bayou, to cover the embarkation of troops, and let the *Lexington* drop three-quarters of a mile this side of that. Lookout for sharpshooters as you retire.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander C. K. OWEN, U. S. NAVY,

U. S. S. Louisville.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding the landing of troops in Yazoo River.

U. S. S. LOUISVILLE,

[Yazoo River], *January 1, 1863.*

SIR: I accidentally heard that troops were being landed on the left bank of this river, and I send you a contraband who seems to be perfectly familiar with that side of the river, as also the bank directly opposite. He has a very good idea of distance, both as regards yards and miles. Hoping he may prove of service to you, I dispatch the *Juliet* to you with him. No change of affairs or guns has taken place since your last visit.

I am, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Prichett, U. S. Navy, commanding U. S. S. *Tyler*, regarding place of anchorage.

[YAZOO RIVER], *January 2, 1863.*

SIR: When the last of the transports come down from above, and those at Johnson's Landing have left, get underway and move down

when the first ironclad passes you. Anchor astern of the ironclads in line at the mouth of Yazoo River.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

COMMANDING OFFICER U. S. S. TYLER.

General orders of Acting Rear-Admiral Porter, U. S. Navy.

GENERAL ORDER, }
No. 27.

[YAZOO RIVER],
January 2, 1863.

The vessels up the river will get underway in the following order: The senior officer, Lieutenant-Commander Owen, coming last, and seeing that nothing is left behind. The vessels down by Chickasaw Bayou will signalize or send the *Marmora* up to notify those above that the transports have gone, when they will move down, keeping behind each other in supporting distance. No transport is to be passed; keep steam up and anchor in line at the mouth of the Yazoo River, on the right-hand side. When the last vessels have passed, the Ram Fleet will bring up the rear, and anchor at the mouth of the Yazoo in the position they were before.

D. D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Colonel C. R. ELLET,

Commanding Ram Fleet.

GENERAL ORDER, }
No. 28.

U. S. MISSISSIPPI SQUADRON,
January 2, 1863.

The ironclads up and down the river will keep their guns loaded with solid shot in case a ram comes down. The enemy's ram, if it comes, will be attacked by our rams, when the ironclads' cables must be slipped and the ram engaged at close quarters. A lookout boat is kept up river, and the signal for danger will be guns fired by her. The lower vessels will close up at once without waiting for orders, and do all they can to destroy the enemy's vessel. A bright lookout must be kept down river as well as up. Signalize the moment a stranger is seen, and prepare to act together. Every officer must take it for granted that the enemy will annoy us in every way, and will not wait for orders when danger unexpectedly confronts him. An officer can never make a mistake in firing a gun at his enemy.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Shaw, U. S. Navy, commanding U. S. S. Juliet, regarding movement down the Yazoo.

U. S. MISSISSIPPI SQUADRON,
Mouth of Yazoo River, January 2, 1863.

SIR: When the gunboats begin to drop down, after the transports have all left, steam down astern of them; and if fired upon by sharp-

shooters, fire 1½-second shrapnel, not too fast, or while the firing is not going on.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant EDWARD SHAW, U. S. Navy.

Commanding Juliet.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Dominy, U. S. Navy, commanding U. S. S. Signal, regarding movement down the Yazoo.

JANUARY 2, 1863.

SIR: When the last of the transports have left Johnson's Landing you will anchor at the mouth of the False River, out of the way of steamers, and follow the *Louisville* down when she comes.

All the light-drafts anchor astern of the light-draft *Forest Rose* at the mouth of the Yazoo.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

COMMANDING OFFICER U. S. S. SIGNAL.

[Letter of same date and like tenor to commanding officer of U. S. S. *Romeo*.]

Order of Lieutenant-Commander Owen, U. S. Navy, to Acting Volunteer Lieutenant Lord, U. S. Navy, commanding U. S. S. Benton, to follow U. S. S. Cincinnati.

U. S. S. LOUISVILLE,

Yazoo River, January 2, 1863.

SIR: Get underway and keep 400 yards behind the *Cincinnati*. Keep a good lookout for sharpshooters.

Very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, Commanding Division.

Captain LORD,

U. S. S. Benton.

P. S.—No transport is to be passed.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Colonel Ellet, commanding U. S. Ram Fleet, regarding withdrawal from the Yazoo River.

JANUARY 1, 1863.

COLONEL: The army is about to reembark. Have all your vessels ready to follow the transports as they leave the river, and anchor where they were when I came down. Let the ram *Lioness* keep

that part of the apparatus for removing torpedoes which may be useful hereafter.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Colonel CHAS. R. ELLET,

Commanding Ram Fleet.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Rear-Admiral Foote, U. S. Navy, regarding operations in the Yazoo River.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, January 3, 1863.

MY DEAR ADMIRAL: * * We have had lively times up the Yazoo. Imagine the Yazoo becoming the theater of war! We waded through 16 miles of torpedoes to get at the forts (seven in number), but when we got that far the fire on the boats from the riflemen in pits dug for miles along the river and from the batteries became very annoying, and that gallant fellow Gwin thought he could check them, which he did until he was knocked over with the most fearful wound I ever saw. He could not advance, the torpedoes popping up ahead as thick as mushrooms, and we have had pretty good evidence of their power to do mischief. I never saw more daring displayed than by the brave fellows who did the work. The forts are powerful works, out of the reach of ships, and on high hills, plunging their shot through the upper deck, and the river so narrow that only one vessel could engage them until the torpedoes could all be removed.

The old war horse (*Benton*) retained her ancient renown, and, though much cut up, is ready for anything. Gwin, there is little hope for; no man could live with such a wound. He is a noble, gallant fellow. I have him in my cabin and do all I can for him; his sufferings are terrible.

The same day the army made an assault on the forts back of Vicksburg. It was a fearful place they went through, with double their number opposed to them.

They drove the rebels like sheep, who fired into their own fugitives and knocked them over like ninepins. That helped our party some, but our reserve (a new regiment) fired into our own troops while they were going into the batteries, and the supporting brigade did not come up to the scratch. The men on the batteries were cut off by the rebels when they saw them unsupported, and were cut to pieces. We lost 1,500 men in about ten minutes. Vicksburg was at one time ours, but we had not men enough to repeat the experiment. The result has been in two days—Vicksburg has been reinforced by 20,000 men from Grenada and 10,000 from Jackson, and we can do nothing until reinforced. In front Vicksburg is unassailable, as it is fortified in every direction with the best of guns. I don't know what the army will do now. McClelland has just arrived and will take command. Sherman, though, will have all the brains. Our plan was for Sherman to arrive here on the 25th, while Grant pushed on to Canton with 50,000 men, to come in on the rear of Vicksburg. Grant has never

been heard of and it was deemed necessary to attack Vicksburg before it could be reinforced. Now it will take a large army to capture it; still it must be done, or the West will stampede. The rivers are all too low for the navy to operate with anything but light-draft boats, but in a month we will begin to have water. The old ironclads are all breaking down, but in two months I expect to get some of the new ones, which are pretty good vessels.

* * * * *

Don't be astonished at the lists of niggers I send you. I could get no men, so I work in the darkies. They do first-rate, and are far better behaved than their masters.

Give my kindest regards to Mrs. Foote, and believe me,

Very sincerely, yours,

DAVID D. PORTER.

Rear-Admiral ANDREW H. FOOTE, U. S. Navy,
Chief Bureau of Equipment and Recruiting, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, announcing the death of Lieutenant-Commander Gwin, U. S. Navy.

No. 5.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, January 3, 1863.

SIR: It is with great pain that I inform the Department of the death of Lieutenant-Commander William Gwin, from the wound received while engaged taking up torpedoes in the Yazoo River. He bore his sufferings with that manly fortitude which a brave officer will always exhibit, and death, although so near to him, had no more terrors than the enemy's fire when standing on his quarter-deck braving fearlessly their balls. His remark, that the quarter-deck was the place for a commander to be in time of action, was emblematic of the man. The country has lost one of its bravest officers. His brother officers will mourn his loss, and will long remember the high qualities which he possessed.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

LA GRANGE, TENN.,
January 9, 1863—1 p. m.

Sherman has returned to Napoleon. His loss was small. Will send you the particulars as soon as learned. I will start for Memphis immediately, and will do everything possible for the capture of Vicksburg.

U. S. GRANT,
Major-General, Commanding.

Major-General H. W. HALLECK,
General-in-Chief.

Report of Major-General Hurlbut, U. S. Army, transmitting report referring to attack on Vicksburg and capture of steamer *Blue Wing*.

MEMPHIS, *January 2, 1863.*

GENERAL: I send this by an express scout, and will send a copy on the other road. Affairs do not look well * * * Gorman's dispatch within will explain more fully matters below.

Your obedient servant,

S. A. HURLBUT.

General GRANT.

[Enclosure.]

HEADQUARTERS DISTRICT OF ARKANSAS,
Helena, January 1, 1863.

GENERAL: The *Minnehaha* has been returned with the rebel prisoners sent down from Cairo a few days since, owing to progress of fight at Vicksburg. Captain White, of this steamer, informs me that our fleets and gunboats are in great need of coal. I send the steamer *Kenton* to report to you. See if it is possible for you to send two barges of coal to General Sherman and the fleet. The *Blue Wing* was captured at Napoleon, or near there, with a mail, some artillery ammunition, and two barges of coal, by the enemy, and I think the steamer *Home* has also been captured with two barges of forage. The fighting on Monday was terrific; our loss, perhaps, 2,000 or 3,000 or more. The dead body of Colonel John B. Wyman, of Thirteenth Illinois, is here on board the flag-of-truce boat. We had taken on Monday one fortification with nine guns. We also took three rifle pits and their big work, but it had to be given up again. Captain White will give you further particulars of General Sherman's fight. I learn that General Sherman needs reinforcements, but have no word from the general or from the admiral on the subject, officially or otherwise.

I am, general, very respectfully,

W. A. GORMAN.

General HURLBUT,
Memphis.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding preliminary operations against Vicksburg in the Yazoo River.

No. 4.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, January 3, 1863.

SIR: The army has changed its position, which it was obliged to do, owing to the heavy rains. The men have been without shelter for five days, the rain at times coming down in torrents. It was impossible for any army to work under the circumstances. They failed in the first assault, only because the supporting division did not come up to its work, and the reserve fired (it is said) into our own men. Could the first division have held the batteries (which they took) for three minutes longer our army could have commanded the hills back of Vicksburg. So desperate were the rebels that they fired grape and canister into and through their own retreating men and mowed them down by the dozens.

The point of attack, at one time practicable, was no longer so after the assault of our army. It was rendered impassable by abatis and stockades. It was then determined by General Sherman and myself to attempt the forts on the Yazoo, at Drumgould's Bluff, by a night attack. Ten thousand men were to have been thrown right at the foot of the cliffs, risking the loss of the transports, while all the iron-clads were to open fire on the batteries and try and silence them temporarily. The ram *Lioness*, under Colonel Ellet, was fitted with an apparatus for breaking torpedo wires, and was to go ahead and clear the way. Colonel Ellet was also provided with 15 torpedoes to blow up the raft and enable the vessels to get by, if possible. This desperate duty he took upon himself cheerfully, and no doubt would have performed it well had the opportunity occurred. The details of the expedition were left to me, and it was all ready to start at 3:30 a. m. A dense fog, unfortunately, set in at midnight and lasted until morning, when it was too late to start. It was so thick that vessels could not move; men could not see each other at ten paces. The river is too narrow for operations in clear weather, much less in a fog. After the fog there was, in the afternoon, every indication of long and heavy rain. The general very wisely embarked his whole army, without being disturbed by the enemy, and is now lying 5 miles above Vicksburg, waiting for good weather and for McClernand to take command. The latter arrived before the army left its position, and approved the change. As we left the rain poured down in torrents, and will continue to do so for some time longer, rendering land operations perfectly impracticable. While the army leaders are deciding what to do, I have enough employment for the vessels here, to patrol the river and occupy those posts which have been partially deserted, or where apprehension of invasion is felt. I have no coal and can not move far, and can only send one or two large vessels and some light drafts.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Major-General Sherman, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, suggesting plans of operations.

HEADQUARTERS FOREST QUEEN,
Milliken's Bend, January 3, 1862 [1863].

DEAR SIR: Acting Master Brown having called on me to explain the position of your fleet and enquire of me, What next? I hasten to explain fully. It has been raining here pretty hard, and we have generally been thanking our good luck in getting our artillery stores and men out of that swamp at the nick of time. We now lay in Milliken's Bend, arranged in brigades and divisions, so as to land. Two courses are open to us: First, land here and intrench a strong camp, from which to cut inland toward Red River, and thereby make that route of supply precarious; also to reach the Mississippi below Vicks-

burg and prevent boats coming up from Red River, and here await a renewed movement by Grant and learn definite news from Banks. Rumor on shore here is that Banks is attacking Port Hudson and is getting the worst of it.

Another is to go right up and clear out the Post of Arkansas and Little Rock.

It seems the rebels captured the *Blue Wing* with a mail on board and towing two flats of coal. Something should be done, as the Post of Arkansas is too near the mouth and can annoy our boats.

I had a long, free conversation to-day with General McClelland, who does not have any distinct plans for us, but settled down into the conclusion that we should all land here and retain boats enough to hold 10,000 men, and send all the balance back, should they not be escorted. We expect to discharge them to-morrow. It occurs to me that by putting on board your gunboats a regiment occasionally they could land and do good execution.

I wish you could come up for a few hours and we would talk this matter all over, and I believe General McClelland will do anything you ask.

Should Banks carry Port Hudson and come up, we must try Vicksburg again, and I think the best plan will be to attack the place in front, or at Haynes' Bluff, feinting on the other; but of this when the time comes.

No doubt Grant is behind the Tallahatchie, and of course Pemberton has reinforced Vicksburg.

If you want any of your gunboats towed up, I will order it and have the tugs when discharged drop down.

Am pained beyond measure to hear of poor Gwin's state; don't believe a single Catholic priest is in our fleet; have sent to enquire, but the answer comes back from each division, None. I will send to Steele before this officer leaves.

I am, with great respect, your servant,

W. T. SHERMAN,
Major-General.

Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Major-General Sherman, U. S. Army, regarding unsuccessful operations in the Yazoo River in cooperation with Acting Rear-Admiral Porter, U. S. Navy.

HEADQUARTERS, RIGHT WING,
ARMY OF THE TENNESSEE,
Camp, Milliken's Bend, La., January 3, 1863.

SIR: * * * On December 25, according to my promise made to General Grant, I had my force at the mouth of the Yazoo. The whole naval squadron of the Mississippi, ironclads and wooden boats, were also there, Admiral D. D. Porter in command. Conferring with him, and with all positive information gained from every available source, we determined that the best point of debarkation was at a point on the Yazoo, 12 miles up, on an island formed by the Yazoo and Mississippi rivers and a system of bayous or old channels.

* * * * *

During the night of the 29th I visited Admiral Porter on his flag-boat and advised him of the exact condition of affairs, and on the following day, after a personal examination of the various positions, I was forced to the conclusion that we could not break the enemy's center without being too crippled to act with any vigor afterwards.

New combinations therefore became necessary. I proposed to Admiral Porter, if he would cover a landing at some high point close up to the Drumgould batteries, I would hold the present ground and send 10,000 choice troops and assault the batteries there; that is, attack the enemy's right, which, if successful, would give us the substantial possession of the Yazoo River and place us in connection with General Grant.

Admiral Porter promptly and heartily agreed, and on a full conference, after close questioning some negroes as to the nature of the ground about the mouth of the Skillet Goliath, we came to the conclusion that no road or firm ground could be found south of that bayou. It was therefore agreed that the 10,000 should be embarked immediately after dark during the night of December 31, and under cover of all the gunboats proceed before day slowly and silently up to the batteries above and engage them, the gunboats to silence the batteries, the troops then to disembark, storm the batteries, and hold them. While this was going on I was to attack the enemy here and hold him in check, preventing reinforcements going up to the bluff, and in case of success to move all my forces to that point. Steele's division and the first brigade of my second division were designated and embarked, the gunboats were all in position, and up to midnight everything appeared favorable.

I left the admiral about 12 o'clock at night and the assault was to take place about 4 a. m. I went to my camp and had all the officers at their posts ready to act on the first sound of cannonading in the direction of Drumgould's Bluff; but about daylight I received a note from General Steele, stating that the admiral had found the fog so dense on the river that the boats could not move, and that the expedition must be deferred to another night; but before the night of January 1, 1863, I received a note from Admiral Porter that "inasmuch as the moon does not set to-night until 5.25 the landing must be a daylight affair, which, in my opinion, is too hazardous to try."

Of course I was sadly disappointed, as it was the only remaining chance of our securing lodgment on the ridge between the Yazoo and [Big] Black rivers from which to operate against Vicksburg and the railroad east, as also to secure the navigation of the Yazoo River; but I am forced to admit the admiral's judgment was well founded and that even in case of success the assault on the batteries of Drumgould's Bluff would have been attended with a fearful sacrifice of life. * * * I was forced to the conclusion that it was not only prudent but proper that I should move my command to some other point. Two suggested themselves, the Louisiana shore, opposite the mouth of the Yazoo, and Milliken's Bend. The latter had many advantages, large extent of cleared land, some houses for storage, better roads back, a better chance for corn and forage, with all the same advantages for operating against the enemy inland on the river below Vicksburg, or at any point above where he might attempt to interrupt the navigation of the Mississippi. My mind

had settled down on this point when, all my troops being on board their transports ready to move, on the morning of January 2, I learned from Admiral Porter that General McClelland had arrived at the mouth of the Yazoo. Fearing that any premature move on my part might compromise his plans for the future, I determined to remain where we were until I consulted him, which I did in person, and with his approval I then proceeded to carry out my previous determination to land my command at Milliken's Bend and dispatch back to the North the fleet of transports which had carried them. This has been so far accomplished that my entire command is now at Milliken's Bend.

The naval squadron, Admiral Porter, now holds command of the Mississippi to Vicksburg and the Yazoo up to Drumgould's Bluff, both of which points must, in time, be reduced to our possession; but it is for other minds than mine to devise the way.

The officers and men composing my command are in good spirits, disappointed, of course, at our want of success, but by no means discouraged.

We reembarked our whole command in the sight of the enemy's batteries and army unopposed, remaining in full view the whole day, and then deliberately moved to Milliken's Bend.

* * * * *

I also enclose a map made by Lieutenants Pitzman and Frick, giving all our positions during the period embraced in his report.

I have the honor to be, your obedient servant,

W. T. SHERMAN,
Major-General, Commanding.

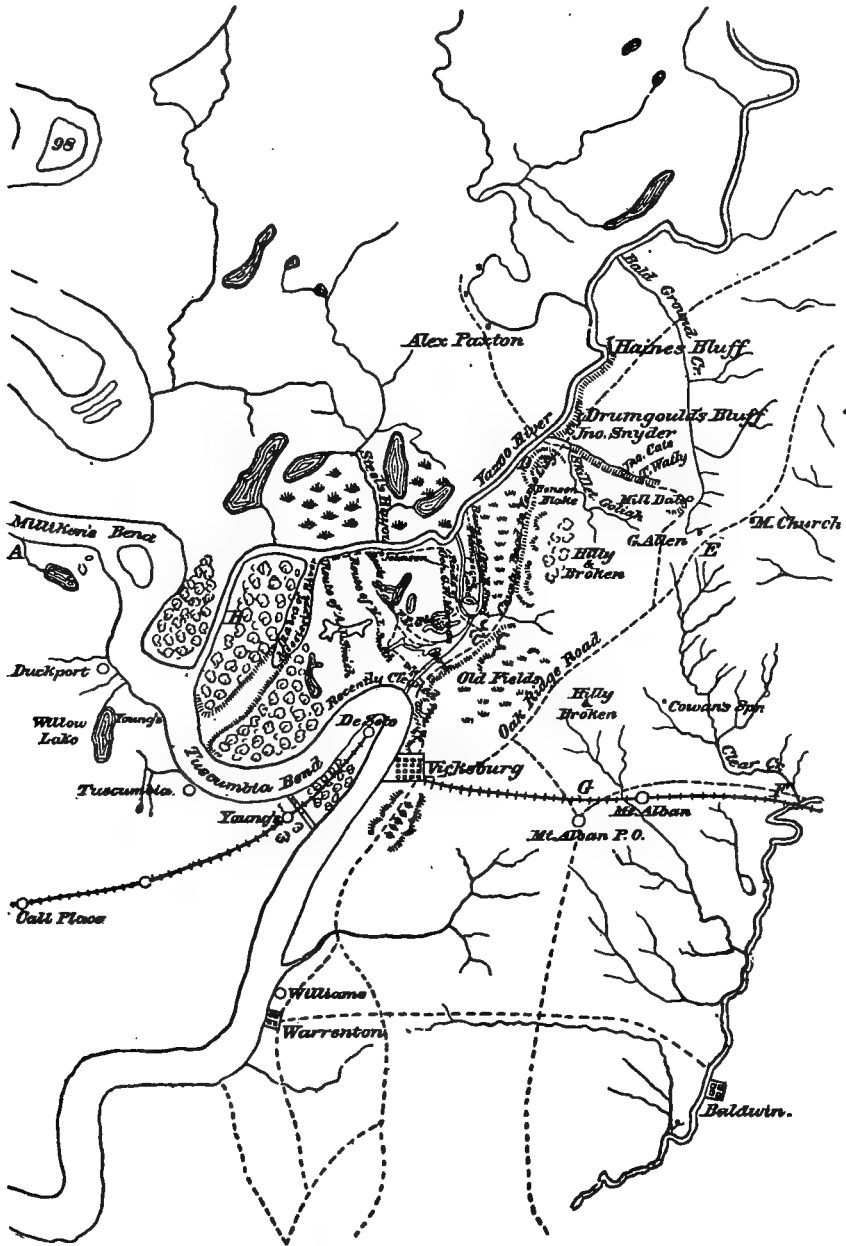
Colonel JOHN A. RAWLINS,
*Assistant Adjutant-General to General Grant,
Oxford, Miss., at last reliable accounts.*

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding operations of the Ram Fleet in the Yazoo River.

U. S. MISSISSIPPI SQUADRON,
Mississippi River, January 5, 1863.

SIR: In my different communications relating to the operations on the Yazoo River I omitted to mention the services of the Ram Fleet. I intended to have made a separate report, but have been unable to do so sooner. From his first connection with this squadron, Colonel Charles Rivers Ellet, the immediate commander of the Ram Fleet, has displayed great zeal in carrying out my orders, and when we have been threatened at different points, and having no vessel to send from Cairo, he has on two occasions furnished vessels at an hour's notice. When the expedition started down the river the Ram Fleet was with us, and our main dependence in case we should encounter other rams. We had none of the navy proper. Although, like ourselves, half-manned, the Ram Fleet was ready to do anything required of it. In ascending the river the *Queen of the West*, Captain E. W. Sutherland, and [*Lioness*], Master T. O'Reilly, were very efficient in repelling the sharpshooters, their construction enabling them to fire over the banks, which our ironclads could not do. Captain Sutherland kept unceasing watch in advance of the fleet while our

boats were at work, and won golden opinion by his assiduity. On the night of the 31st of December, when it was intended to assault the batteries by land and water, Colonel Ellet took upon himself the



perilous duty of running up in the *Lioness* in face of the batteries, to clear out the torpedoes or break the wires, and to plant torpedoes on the raft, which had a battery at each end of it. No doubt he

would have performed it or lost his life and his vessel. I have great confidence in the commander of the rams and those under him, and take this opportunity to state to the Department how highly I appreciate the commander and his associates.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report * of Colonel Higgins, C. S. Army.

HEADQUARTERS,
Snyder's Mill, December 30, 1862.

GENERAL: I have the honor to report that at 2 p. m., December 27, the enemy's gunboats were seen coming up the river. In a short time a launch and several boats came around the point immediately below the batteries. Two shots were fired at them, which caused them to retire. In a few minutes a steamer (an immense ironclad, between 300 and 400 feet in length) rounded the point and made fast to the other shore and engaged our batteries. Her fire was returned with spirit and precision. The sound of our shot was distinctly heard to strike the ironclad, and it is believed several penetrated her hull. About 3 p. m. two Federal gunboats stationed behind the point opened with shell upon our batteries. A launch belonging to the enemy was struck and turned over by one of our shots. About 5 p. m., the enemy being repulsed, returned down the river.

The batteries and works were not injured. The casualties were 1 killed and two wounded, all of the Twenty-second Louisiana Regiment.

Much praise is due Major George Purves, Twenty-second [Twenty-first?] Louisiana, who commanded the batteries, and the men and officers under his command for their gallant conduct during the engagement.

I am, general, very respectfully,

EDWARD HIGGINS,
Colonel, Commanding.

Brigadier-General STEPHEN D. LEE,
Commanding Brigade.

VICKSBURG, January 2, 1863.

The enemy has reembarked and gone down the Yazoo, leaving a large quantity of intrenching tools and some other property. Some of his gunboats are up the Yazoo River. He has been shelling the woods.

J. C. PEMBERTON,
Lieutenant-General, Commanding.

General JOSEPH E. JOHNSTON,
Jackson, Miss.

* For full C. S. Army reports, see A. W. R., Vol. XVII, pt. I, pp. 665-697.

[Telegram.]

VICKSBURG, *January 2, 1863.*

The enemy, finding all his efforts unavailing to make any inroad upon our position here, has reembarked, leaving a considerable quantity of intrenching tools and other property, and apparently has relinquished his designs upon Vicksburg.

J. C. PEMBERTON,
Lieutenant-General, Commanding.

HON. JAMES A. SEDDON,
Secretary of War.

[Telegram.]

VICKSBURG, *January 3, 1863.*

The enemy is reported as reembarking. There is no doubt he is doing so in part.

J. C. PEMBERTON,
Lieutenant-General, Commanding.

General JOSEPH E. JOHNSTON,
Jackson, Miss.

Detailed report of Lieutenant-General Pemberton, C. S. Army.

HEADQUARTERS DEPARTMENT OF
MISSISSIPPI AND EAST LOUISIANA,
Vicksburg, Miss., February —, 1863.

GENERAL: On December 21, [1862], while at Grenada awaiting the approach of the enemy in that direction, information was received that his large fleet of gunboats and transports was moving down the Mississippi River for the supposed purpose of attacking Vicksburg. Brigadier-General [J. C.] Vaughn's brigade of East Tennesseans was at once ordered to that point.

On the 24th definite and reliable information reached me that the enemy's gunboats had arrived at the mouth of the Yazoo River, 6 miles above Vicksburg, and that his transports were not far in the rear. Thereupon Brigadier-General [John] Gregg, with his brigade, was immediately sent forward.

On the 25th [I] left Grenada, and reached Vicksburg at 12 m. on the 26th. While on the route the Fortieth Alabama Regiment, Colonel [A. A.] Coleman, was ordered from Columbus to Vicksburg. On my arrival I found the enemy's gunboats were engaged in shelling the banks of the Yazoo River up to the vicinity of the first bluffs at Snyder's Mill, and under their cover he was disembarking his troops from his transports.

Snyder's Mill is situated 13 miles north of Vicksburg on a bluff which overlooks the Yazoo River. At this point a strong battery had been planted and the river blockaded by a raft. Swamps, lakes, and bayous running parallel with the river intervene between the bank and the hills and leave but four practicable approaches to the high

ground from Snyder's Mill to the Mississippi River, but all outside of the fortifications erected for the defense of Vicksburg; one in Blake's field, running along his levee nearly at right angles with the river; the next about a mile below, along the Chickasaw Bayou; the third passing through a dry part of the lake opposite to an Indian mound, and the fourth by a road leading from Johnson's by the race track. Before my arrival Major-General Smith had arranged his guns and disposed of his troops so as to guard these several approaches, under the immediate command of Brigadier-General [S. D.] Lee.

On this day skirmishing began soon after the disembarkation of the enemy's troops, which resulted in driving his advanced parties from Mrs. Lake's plantation into the swamps bordering the river.

On the 27th, at an early hour, demonstrations in force were made at the Indian mound, Chickasaw Bayou, Blake's Levee, and Snyder's Mill, thus showing on the part of the enemy accurate knowledge of all the approaches.

About 2 o'clock three of the enemy's gunboats moved up to attack our battery at Snyder's Mill, and continued a heavy firing for three hours, when they returned down the river. Our guns were handled with spirit and precision, and the officers and men deserve the highest praise for their gallant conduct during the engagement.

About the time of the attack at Snyder's Mill, another was made along the Chickasaw Bayou with great violence and in heavy force. This was gallantly and successfully met by the Seventeenth Louisiana Regiment, two companies of the Forty-sixth Mississippi Regiment, and a section of Captain [Jeff. L.] Wofford's battery, all under command of Colonel [W. T.] Withers, First Mississippi Artillery.

During the evening and night of this day, Brigadier-Generals Vaughn and Gregg, with their brigades, arrived from Grenada, and also Brigadier-General [Seth M.] Barton and his brigade of Major-General [Carter L.] Stevenson's division. Before daylight they were moved to the front and Brigadier-General Vaughn assigned to the command of the left, at the race course; Brigadier-General Barton to the center, fronting on the Indian mound, and Brigadier-General Lee to the right, reaching to Snyder's Mill. Brigadier-General Gregg at first was held in reserve with his troops, but was subsequently placed in position between Generals Vaughn and Barton.

On the 28th, at 4.30 a. m., the enemy opened fire with his sharpshooters and six pieces of artillery on the rifle pits in front of the Indian mound and the section of artillery upon it. The Thirty-first Louisiana Regiment, under Colonel [Charles H.] Morrison, occupied the trenches, and during the day was reinforced by five companies of the Fortieth Georgia, Colonel Abda Johnson. The enemy's fire was kept up with great vigor and without intermission throughout the day. In the evening it was so severe that our men were unable to stand to their guns on the mound, when two sections of Major [M. S.] Ward's artillery were ordered up to aid in preventing the enemy from planting a battery in close range, which was successfully effected.

On the previous night the command of Colonel Withers was removed from Chickasaw Bayou to Blake's Levee, and the Twenty-eighth [Twenty-ninth] Louisiana Regiment, Colonel [Allen] Thomas, of Lee's brigade, was sent to occupy Withers's position of the previous day.

About daylight the enemy, with six pieces of artillery, supported by at least a brigade of infantry, opened a heavy fire upon this gallant regiment, which held him in check until 12 m., when it retired in good order. The enemy, elated with his success, followed rapidly, but his progress was soon checked by a well-timed volley from the Twenty-sixth Louisiana Regiment, commanded by Colonel [Winchester] Hall, which occupied the rifle pits hurriedly thrown up opposite the dry part of the lake.

On the same morning another strong column advanced upon the position held by the Seventeenth Louisiana Regiment, Forty-sixth Mississippi, Lieutenant-Colonel [W. K.] Easterling, and [Captain Robert] Bowman's battery, all under command of Colonel Withers, on Blake's Levee, which was resisted in gallant style, and the enemy finally driven back with heavy loss, the Forty-sixth Mississippi and two Napoleons, under Lieutenant [Frank] Johnston, doing admirable service.

On the conclusion of this day's fighting it seemed highly probable that on the next the enemy would make the attempt to carry our position by assault. The dispositions were made accordingly. The works were repaired and strengthened, some additional trenches dug, and just before daylight it was deemed advisable, owing to its isolated position, to withdraw the Twenty-sixth Louisiana Regiment.

On the 29th, about 9 o'clock, the enemy was discovered in his attempt to throw a pontoon bridge across the lake. In this he was foiled by a few well-directed shots from a section each of Wofford's and Ward's batteries, that of the latter commanded by Lieutenant Tarleton.

About 10 o'clock a furious cannonade was opened on General Lee's lines. This ceased about 11 o'clock, when a whole brigade, about 6,000 strong, understood to have been Brigadier-General [F. P.] Blair's, though not led by him in person, emerged from the woods in good order and moved gallantly forward under a heavy fire of our artillery. They advanced to within 150 yards of the pits, when they broke and retreated, but soon rallied, and dividing their forces sent a portion to their right, which was gallantly driven back by the Twenty-eighth Louisiana and Forty-second Georgia regiments with heavy loss. Their attack in front was repulsed with still greater disasters. By a handsome movement on the enemy's flank the Twenty-sixth and part of the Seventeenth Louisiana threw the enemy into inextricable confusion, and were so fortunate as to capture 4 stands of regimental colors, 21 commissioned officers, 311 noncommissioned officers and privates, and 500 stand of arms. The Third, Thirtieth, and Eightieth Tennessee regiments occupied the rifle pits in front and behaved with distinguished coolness and courage.

During this assault upon the right, the enemy in force was endeavoring to carry our center, commanded by General Barton, by storm. Five resolute efforts were made to carry our breastworks and were as often repulsed with heavy loss. Three times he succeeded in mounting the parapet and once made a lodgment and attempted to mine. The Fifty-second Georgia, Colonel [C. D.] Phillips, reinforced Colonel Morrison's and Colonel Abda Johnson's regiments early in the day. These troops, and the line of skirmishers formed of companies from the Fortieth and Forty-second Georgia, behaved with distin-

guished courage and steadiness throughout. At this point the enemy did not give up his attack until nightfall.

On the left, commanded by Brigadier-General Vaughn, the heavy abatis prevented the approach of the enemy except with sharpshooters, who advanced continuously, but were met firmly by his East Tennesseans.

Our sharpshooters everywhere, by their coolness, vigilance, and accuracy of aim, rendered the most valuable service and contributed greatly to the general result.

On the evening of the 29th Major-General Stevenson arrived at Vicksburg, and by reason of seniority was assigned to the command of the troops in front of the enemy.

On the 30th, although the enemy still occupied his position in front of our lines, the firing was confined to the sharpshooters on either side.

Major-General [Dabney H.] Maury arrived during this day from Grenada with a portion of his division and was assigned to the command of the right wing, reaching from the signal station to Snyder's Mill.

On the 31st the enemy sent in flag of truce, asking permission to bury his dead and care for his wounded, which was granted.

On January 1 it became evident that some new movement was on hand, and on the 2d it was ascertained that the enemy was reembarking. General Lee was sent with five regiments to harass him in this operation. The noble Second Texas, whose fortune it was to be in advance of the assaulting column, charged and routed the enemy, formed on the bank of the river, and continued (although under the incessant fire of twelve gunboats) their attack on the crowded transports until they passed beyond range.

It is deeply to be regretted, however, that Lieutenant-Colonel [W. C.] Timmins, of this regiment, a brave and gallant soldier, who had just recovered from the effects of a wound received at Corinth, was in this action mortally wounded at the head of his regiment.

During these several engagements our entire loss was 63 killed, 134 wounded, and 10 missing. I have reason to believe the enemy's loss in killed, wounded, and prisoners was not less than 2,000.

For a more detailed statement of the military operations along our lines, running through a period of several days and resulting in the signal repulse of the enemy at all points, I must refer you to the reports of the different commanders engaged, which I have the honor to enclose herewith.

During the attack our officers and men behaved most admirably. Without exception they have merited the highest encomiums. They endured fatigue and exposure with patience and cheerfulness. They met the enemy—greatly outnumbering them—with resolution and unflinching courage. Those to whom I would call your particular attention as entitled to the highest distinction are the Seventeenth, Twenty-second, Twenty-sixth, Twenty-eighth, and Thirty-first Louisiana Regiments; Forty-sixth Mississippi Regiment and First Mississippi Artillery and Ward's Battalion of Light Artillery; Fortieth, Forty-second, [and] Fifty-second Georgia Regiments, and Third, Thirtieth, and Eightieth Tennessee Regiments.

The commanding officers of their respective regiments deserve the highest praise for their good conduct, and I do not consider that I

detract from the merits of others by calling your particular attention to Colonel Edward Higgins, who commanded our batteries at Snyder's Mill; to Colonel Withers, who first commanded the forces at Chickasaw Bayou and afterwards at Blake's Levee; to Colonel Thomas, who so gallantly checked the advance of the enemy along the Chickasaw Bayou; and to Colonel Hall, who arrested his progress after Colonel Thomas was forced to retire; and to Colonel Morrison, who occupied the trenches in front of the Indian mound from first to last. They deserve well of their country.

To Major-General Smith the defenses of Vicksburg have been intrusted, and he is entitled to the highest credit for the disposition of his troops and for his arrangements for defense, which rendered the place almost impregnable.

To Brigadier-General Lee, to whom was confided at first the immediate command of all the troops from the race course to Snyder's Mill, great praise is due for his energy, courage, and ability, which showed him fully equal to the responsibility devolved upon him. His conduct throughout deserves your especial consideration.

Brigadier-General Barton, intrusted with a most important command, behaved with distinguished coolness, energy, and gallantry.

Brigadier-Generals Vaughn and Gregg, though not so prominently involved in the several actions with the enemy, yet performed their respective duties in an entirely satisfactory manner.

Major-Generals Stevenson and Maury, arriving too late to participate in the more active parts of the engagement, displayed the utmost zeal and increased the general confidence of our soldiers in their ability to hold our advanced positions against any numbers the enemy might bring against them.

To those members of the staff who were with me—Major J. Thompson, inspector-general of the department, and Lieutenant J. H. Morrison, aid-de-camp—I am especially indebted for the prompt and efficient manner in which they discharged every duty devolved upon them.

I am, general, very respectfully, your obedient servant,

J. C. PEMBERTON,

Lieutenant-General, Commanding.

General S. COOPER,

Adjutant and Inspector-General.

Report of Captain Walke, U. S. Navy, disclaiming advantage taken of the presence of a Confederate flag of truce.

U. S. GUNBOAT CARONDELET,
Mouth of the Yazoo River, December 8, 1862.

SIR: The enclosed letter or message from Brigadier-General Smith, of the Confederate Army, was handed to me by Lieutenant Shirk while on his way with a flag of truce to Helena. And I must state that the general is mistaken in supposing that I followed the flag of truce as a protection, or to take any undue advantage of its presence. We are anchored where we were a few days ago, 7 or 8 miles from Vicksburg, and the flag of truce has not been in sight since they left

us at Terrapin Neck, nor have we fired a shot or made any hostile demonstrations within 8 miles of Vicksburg during the week that the flag of truce was below. Terrapin Neck is about 25 miles above us. The *Cairo* arrived this afternoon.

Most respectfully, your obedient servant,

H. WATKES,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, Cairo, Ill.

[Enclosure.]

HQRS. 2D DISTRICT, DEPT. MISS. AND EAST LA.,
Vicksburg, Miss., December 6, 1862.

MAJOR: I am instructed by Major-General Smith, commanding, to say that he has learned with much surprise that a number of the enemy's gunboats have followed their flag of truce within our military lines and are now lying at or near Young's Point. This is wrong and considered to be an infringement on that sacredness which is attached to a flag of truce. Orders have been given to our forces as far up as Terrapin Neck to make no hostile demonstrations during the presence of the flag, and in the same spirit it is expected that the Federal officers in command will at once order the armed boats not present as an escort to proceed above Terrapin Neck, and not again come below until the flag passes that point.

You are desired to make this demand.

I am, major, very respectfully, your obedient servant,

JOHN G. DEVEREUX,
Major and Assistant Adjutant-General.

Major N. G. WATTS,
Agent for Exchange of Prisoners.

Report of Acting Rear-Admiral Porter, U. S. Navy, requesting additional regular officers.

CAIRO, ILL., December 8, 1862.

SIR: In the order of the Department regulating the organization of this squadron it is noticed that a regular officer of the Navy will be appointed for each of the larger vessels.

I beg leave, respectfully, to state that there are three vacancies that should be filled at once, as the vessels wanting commanders require a thorough reorganization and constant drilling from a naval officer to get them ready for action.

I would also be much obliged if the Department would supply me with a lieutenant as executive officer for the practice ship. The *New Uncle Sam* is completely fitted in every respect for the purpose, has her officers and crew on board, mounts eight guns of different caliber, and the officers are kept constantly employed drilling recruits; they also station and drill the men of every vessel fitted out, and no vessel is allowed to leave until she is reported ready to go into battle.

In a very short time I hope to be able to report a high state of efficiency in this squadron.

I remain, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington City, D. C.

Report of Lieutenant-Commander Gwin, U. S. Navy, regarding the seizure of the trading vessels Lottie and Lady Pike, and referring to the steamer Blue Wing.

U. S. GUNBOAT BENTON,

Off Helena, Ark., December 8, 1862,

SIR: In obedience to your orders, dated December 2, I have seized the trading boat *Lottie*, which vessel I found with contraband articles on board and trading at a point not occupied by United States troops (Blue Point, 40 miles above Helena); also the *Lady Pike*, at Helena, she having on board a large quantity of contraband articles, salt, shoes, etc. I send the latter vessel to Cairo in charge of Acting Ensign Walker, with orders to report to you. The former, being a small and very slow vessel, I will send up in charge of the *De Soto*.

Learning that there are several steamers between this and a point some 80 miles below trading at points not occupied by United States forces, I dispatched the *De Soto* with an armed force to seize them. The vessels last mentioned, I am informed, have taken below large quantities of contraband goods. I shall make the same disposition of them as of the *Lady Pike*.

I regret I did not receive the order regarding the *Blue Wing* until my arrival here this afternoon, as I am told she is in Memphis. (The order was addressed to the commanding officer off Helena being the cause.) I have sent a copy of the order to Captain Bishop, directing him to carry it into effect.

Very respectfully, your obedient servant,

WM. GWIN,

Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

The *Lady Pike* had a clearance for Carson's Landing, 65 miles below Helena, but changed it for one to Memphis after I arrived.

W. G.

Order of Lieutenant-Commander Gwin, U. S. Navy, to Acting Ensign Walker, U. S. Navy, regarding the steamer Lady Pike.

U. S. GUNBOAT BENTON,

Off Helena, Ark., December 8, 1862.

SIR: You will take charge of the steamer *Lady Pike* and proceed without delay to Cairo, reporting on your arrival there to Acting Rear-Admiral Porter.

You will rejoin this vessel as soon as possible.

Very respectfully, your obedient servant,

WM. GWIN,

Lieutenant-Commander.

Acting Ensign J. M. WALKER.

Report of Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, regarding the seizure of the steamer Blue Wing.

U. S. S. GENERAL BRAGG,
Memphis, Tenn., December 8, 1862.

SIR: I have the honor to report that, in obedience to your order, I have arrested the steamer *Blue Wing*, and have anchored her in the stream with a guard on board.

Mr. R. P. Ober, who has an order from you to the naval commanders for protection, has some 30 or more bales of cotton on board, and wishes to take it off. The captain informs me that salt was used in the purchase of it.

I will detain the boat, officers, men, and cargo, subject to your order.

I will get all the information I can as soon as possible. There were no books or papers found on board.

I have the honor to be, sir, very respectfully, your obedient servant,
 JOSHUA BISHOP,
Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Permit of Major-General Hurlbut, U. S. Army, for secret service men.

HEADQUARTERS DISTRICT OF MEMPHIS,
December 9, 1862.

Messrs. Montanye and Wiles, with two teams and drivers and a small stock of goods already permitted, will be allowed to cross into Arkansas on secret service for the United States.

S. A. HURLBUT,
Major-General.

To OFFICER Commanding Gunboats, near Memphis.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Prichett, U. S. Navy, commanding U. S. S. Tyler, to report to Captain Walke, U. S. Navy, operating en route to restrict illegal traffic.

CAIRO, December 9, 1862.

SIR: You will proceed down the river keeping a bright lookout for persons trying to break the revenue laws, and stopping all vessels below Helena without permits from me. If they have other permits, turn them back unless they have contraband of war on board, when capture them. You will accompany the prisoners to Vicksburg when they overtake you, and I send with you a Coast-Survey officer who goes to take plans, etc., whom you will furnish with suitable quarters.

Be careful that you do nothing that will seem like a violation of the flag of truce. Report to Captain Walke when you reach him

and remain with him. After landing the prisoners, send the Coast-Survey officer back to me by first opportunity. If the *Sovereign* is at Helena convoy her to the squadron below.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding J. M. PRICHETT, U. S. Navy,

Commanding Tyler, off Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Riley, U. S. Navy, commanding U. S. S. Louisville, to report to Captain Walke, U. S. Navy, operating en route to restrict illegal traffic.

CAIRO, December 9, 1862.

SIR: You will proceed with the *Louisville* to the squadron below and report to Captain H. Walke.

You will be careful to stop any landing of goods below Helena except by permit from me. You will supply yourself with good contrabands wherever you can obtain them, but get none but first-rate young men. They are to be entered on the books at \$9 per month, and a monthly return of them made to me.

Before you leave obtain all the general orders.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant ROBERT K. RILEY,

Commanding Louisville, off Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Hentig, U. S. Navy, commanding U. S. S. Conestoga.

CAIRO, December 9, 1862.

SIR: You will repair with the *Conestoga* to this place and report to me without delay.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master GEO. HENTIG, U. S. Navy,

Commanding Conestoga.

Order of the Chief Bureau of Equipment and Recruiting to Acting Rear-Admiral Porter, U. S. Navy, to furnish complete muster rolls of the vessels of his command.

BUREAU OF EQUIPMENT AND RECRUITING,

Washington, D. C., December 9, 1862.

SIR: You will please direct the commanding officers of vessels of your squadron to transmit to the bureau on the 1st January next,

complete muster rolls of the officers and men under their commands, agreeably to section 16 of the act for the government of the Navy.

Very respectfully, your obedient servant,

A. H. FOOTE,
Chief of Bureau.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo.

Order of Acting Rear-Admiral Porter, U. S. Navy, regarding trading permits.

CAIRO, ILL., December 10, 1862.

Mr. Yeatman is the recognized agent of the Treasury, and is about to appoint persons in accordance with law to grant permits, etc.

You will recognize all such permits except in cases where they are in direct violation of law, in which event you will bring the matter to the notice of Mr. Yeatman, who, it is presumed, is not cognizant of the violation of the law.

Boats will be permitted to trade with the legal permits at such points on the river as are mentioned, and the gunboats, as heretofore, will protect vessels while so engaged.

No vessel will be considered as legally cleared unless she has a permit from the collector, surveyor of the port, or board of trade appointed by the Treasury Department. She must also carry a manifest, containing an accurate list of her cargo, signed by the proper authority, the collector, surveyor, or board of trade.

Salt is contraband, but will be permitted to pass on proper permit. The present object of trade is to permit steamboat captains to carry small quantities of family stores, to be exchanged for cotton, and officers are called on to assist in every way to carry out this plan by giving protection whenever they can do so.

No boats will for the present be permitted to go within 10 miles of the mouth of White River. This restriction to be modified by order as our forces advance.

Commanding naval officers at Hickman, Columbus, Memphis, Helena, and other trading places on the river will require boats leaving to show their permits and manifest before they depart.

When vessels are seized by a naval officer for a violation of the laws of war, a prize crew must be put on board, and the vessel delivered over to the district attorney for adjudication; but when they carry legal permits for contraband (except munitions of war) they are to be allowed to pass, and the facts reported to me.

The following extract from the order of the Secretary of the Navy will be complied with. See regulations concerning internal and coastwise intercourse:

There will be no interference with trade in, or shipments of, cotton or other merchandise conducted in pursuance of said regulations within any of the waters controlled by the naval forces of the United States, unless absolutely necessary to the successful execution of military or naval plans or movements. But in case of the violation of the condition of any clearance or permit granted under said regulations, and in cases of unlawful traffic, the guilty party or parties will be arrested, and the facts promptly reported.

No officer of the Navy will seize cotton or other property of individuals within the territory opened to traffic, and subject to the regulations of the Secretary of the Treasury, unless the same is exposed to destruction by the enemy or needed for naval purposes or for confiscation under the act of Congress, and in all such cases the facts, with all attendant circumstances, shall be promptly reported to the Department.

DAVID D. PORTER,
Acting Rear-Admiral.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, regarding the steamer Blue Wing.

U. S. MISSISSIPPI SQUADRON,
Cairo, December 10, 1862.

SIR: The *Blue Wing*, it appears, has a permit from Mr. Yeatman, the authorized agent of the Treasury. She has given bonds for her appearance when called for. You can deliver her up to Mr. Yeatman and report wherein she violated the laws and regulations.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding JOSHUA BISHOP, U. S. Navy,
Commanding General Bragg.

Letter from Major-General Hurlbut, U. S. Army, to Lieutenant Bishop, U. S. Navy, regarding the seized steamer Catahoula.

HEADQUARTERS DISTRICT OF MEMPHIS,
December 10, 1862.

In the matter of the *Catahoula*, seized, as I understand, under Admiral Porter's recent order, which order was not in force when she cleared, I would recommend that the boat be detained here instead of proceeding to Cairo until Mr. Yeatman's return from his conference with the admiral. The delay will be short, and, if these parties are innocent, will save them a needless expense.

Very respectfully, your obedient servant,

S. A. HURLBUT,
Major-General, Commanding.

Lieutenant BISHOP, U. S. Navy.

Letter from the Assistant Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, regretting inability to furnish men required, and making reference to army operations.

NAVY DEPARTMENT, *December 11, 1862.*

DEAR SIR: I have your letter about men. Be sure that no obstacle possible to avoid will be thrown in your way. The points are these: The *Colorado*, *Ossipee*, *Juniata*, *Ticonderoga*, *Lackawanna*, *Sacra-*

mento, Rhode Island, Connecticut, and five ironclads and four tugs are all ready for their crews. This gives us an unusual pressure, and seems to forbid sending you any men or even boys. Bell has called for men in the Pacific, but not being able to get them, he sent the *Cyane* down the coast of South America and filled up. Du Pont and Farragut want men, but we have written them that they must take negroes. Do not count upon us farther than to give an order to Carter to send you all the men he can ship so soon as he sends us one draft. We have written you about appointments, leaves, and the civil organization which you will see is necessary for our records here. We put in as little red tape as possible.

Did you get the confidential order about cooperation with McClernand? Let us know when you get all the light-drafts ready. Port Hudson is so fortified that neither Butler nor Farragut can touch it. Banks has gone down there with a big force. I am sorry about men. I hope you will advertise in the Western papers in the "Howard" style. We shall soon be ready to try the ironclads against the few Southern ports yet in the hands of the rebels.

Wishing you every success, I remain,

Very truly, yours,

G. V. Fox.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Ensign Smith, U. S. Navy, to assume command of the U. S. S. Romeo.

CAIRO, ILL., December 11, 1862.

SIR: You will immediately take command of the steamer *Romeo* and prepare her for sea without delay. Proceed to her at once and take the orders from the officer, Mr. Turner, who is going to leave her.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Ensign ROBERT B. SMITH, U. S. Navy.

[Telegram.]

WAR DEPARTMENT,

Washington, D. C., December 11, 1862.

General Grant has been ordered to assign Company K, Eighteenth Illinois, to the Ram Fleet. Communicate with him in regard to location of the company and when it will join the fleet.

H. W. HALLECK,
General-in-Chief.

Brigadier-General ELLET,
Cairo, Ill.

Report of Lieutenant Bishop, U. S. Navy, regarding the release of the steamer Blue Wing.

U. S. S. GENERAL BRAGG,
Off Memphis, December 12, 1862.

SIR: Upon receipt of your order of December 10, I have released and turned over to Mr. Yeatman, special agent of the Treasury Department, the steamer *Blue Wing*. There are two vessels now at this port, having been arrested under your orders of December 2 by Captain Gwin.

Mr. Yeatman has written the enclosed letter requesting that they may be detained here. He claimed that I should deliver them up the same as the *Blue Wing*.

As it is impossible for them to get fuel unless supplied by the squadron, I have acceded to his request, and hold the vessels subject to your orders. Hoping I have not done wrong in granting the request,

I am, sir, very respectfully, your obedient servant,

JOSHUA BISHOP,
Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Special Agent Yeatman to Lieutenant Bishop, U. S. Navy, regarding the seized steamer Catahoula.

MEMPHIS, December 12, 1862.

The steamer *Catahoula*, which was seized and sent up from Helena, and to report to Admiral Porter at Cairo, was regularly cleared, to go below Helena, and bills all properly permitted, and would be exonerated under the admiral's order of the 10th, delivered to you this morning. I beg therefore that the parties owning the boat be put to no further expense than possible and the boat allowed to remain here until further orders can be had from the admiral.

Yours, very respectfully, etc.,

TH. H. YEATMAN,
Special Agent, etc.

Captain J. BISHOP,
Commanding Gunboat Bragg.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Commodore Hull, U. S. Navy, regarding mortar boats.

CAIRO, December 12, 1862.

SIR: I will thank you to send down the mortar boats (as fast as they are finished) to Captain Pennock, who will prepare them for service.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Commodore J. B. HULL, U. S. Navy,
St. Louis, Mo.

Order of Acting Rear-Admiral Porter, U. S. Navy, to commanding officers of U. S. steamers Romeo and Juliet to proceed to Helena for coal.

CAIRO, December 12, 1862.

SIR: You will proceed to Helena and immediately fill up with coal, when you will await further orders from me. Drill your men twice a day until they are perfectly acquainted with the management of guns and the manner of repelling boarders.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Ensign ROBERT B. SMITH,

Commanding U. S. S. Romeo, off Cairo, Ill.

Acting Volunteer Lieutenant EDWARD SHAW, U. S. Navy,

Commanding U. S. S. Juliet, off Cairo, Ill.

Instructions of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, on withdrawal from Cairo.

CAIRO, ILL., December 12, 1862.

SIR: Circumstances obliging me to leave here suddenly, you will proceed as I have been doing all along.

The fleet in the upper river will be under your immediate charge, and you will direct their movements to the best advantage. It is desirable that two of them should always be together to assist each other in case of getting aground, and they are to be instructed not to ascend the river in falling water.

As fast as the light-draft steamers come down, fit them out, appoint officers, get in the stores and coal, and have them ready to go below when you can raise half a crew for them besides the petty officers. Sign the appointments for me, but send no recommendations to the Secretary. I will fill up those when I fall in with your appointments.

After you have sent me seven boats, you may detain one from up the river to remain here as a dispatch boat, etc., to cooperate with the others if necessary. The batteries of these vessels will be only six guns.

Do not fail to keep sending coal down at the rate of at least 1,200 tons per month, and keep Mr. Watson supplied with requisitions for all kinds of stores, such as may be required for the squadron.

You will take the same measures that I have taken for the discharge of such men as are sick, and sign such papers as commandant of the station as will enable paymasters to settle their accounts.

Man the *Florence Miller* and send her down first, with such stores and outfit as she may have for me.

Please have a list of all the contrabands at the station made out and sent to me.

When the hospital ship is ready, put a gun on board of her and send her down to me. If the new fleet surgeon comes on, he will take up his abode on board the hospital ship to take charge of the sick, and will make out all requisitions for medicines.

When anything occurs which could not be foreseen, act for the public good, as in your own judgment may seem best.

If opportunity offers, get the mortars on shore and plant one or two of the rafts as buoys for vessels to lie by.

Get the *Eastport* on the ways as soon as the water is high enough; reduce the iron on her in such places where it can be spared, to lighten her and enable her to carry four IX-inch guns. Mr. Hambleton says there is an immense weight of unnecessary iron.

Send the *Judge Torrence* down as soon as possible, taking out the sick and placing them in the hospital.

Obtain assistant surgeons, if you can, for the light-draft steamers; also hospital stewards.

Coal enough will have to be left at Memphis for the vessels there.

If the three steamers are bought at Jeffersonville, go on and fit them here. The ferryboat, if she is bought, is to be fitted with a case-mate all round and with ports large enough for IX-inch guns. The other steamers, *Wren* and *Dove*, are to carry six guns.

You will open all dispatches that come for me from the Department, and whenever they contain appointments, distribute them and certify on the back to the time of performance of duty; all dispatches relating to other matters send to me.

You need not send down a dispatch boat during the scarcity of coal unless there are important dispatches for me. When coal is more abundant you can send oftener.

When you have an oversupply of men, send them down.

Have Mr. Badger notify you if any 24-pounder howitzers are landed in St. Louis. In that case, you can send the boats up there to mount them, and let them bring down provisions and stores.

When the hammocks arrive, distribute them fairly throughout the squadron.

Let me know when all the present sick are discharged, and when the hospital barge will be large enough to accommodate those who are left; transfer the sick to her and return the hospital at Mound City to the owners.

Do not wait for me to send for provisions.

Have all applicants for office surveyed by a medical officer.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral.

Captain PENNOCK,
Fleet Captain and Commandant of Station, at Cairo.

Order of Lieutenant-Commander Gwin, U. S. Navy, to Lieutenant Bishop, U. S. Navy, regarding restriction of contraband trade.

U. S. GUNBOAT BENTON,
Helena, Ark., December 12, 1862.

MY DEAR BISHOP: Would advise you to carry out the admiral's order regarding contraband goods to the letter. For the present don't sign any passes for articles enumerated as contraband to come here, as I will not pass them. The admiral wishes, and has so stated

in an order to me, to carry out the general order regarding contraband trade to the letter. I allow, therefore, nothing of the kind to land here, and order the vessels to report to the admiral at Cairo, taking back with them their contraband goods.

I wish the infernal trade could be stopped altogether. I have had more annoyances from it than you can imagine, but I think I have pretty effectively stopped steamers trading, and I hope to prevent them carrying anything contraband.

May be up myself in a few days, but will not bring the *Benton* up.

In haste, truly, your friend,

WM. GWIN.

Captain BISHOP,
Commanding Gunboat Bragg.

Naval cooperation with the army in the Tennessee River, December 12-18, 1862.

[Telegram.]

OXFORD, [Miss.], December 12, 1862.

A large force of rebel cavalry is moving west from Columbia, Tenn., toward Savannah, Tenn. Can a light-draft gunboat get up there at this time?

U. S. GRANT,
Major-General.

Admiral PORTER.

[Telegram.]

DECEMBER 12, 1862.

Two gunboats are working their way up Tennessee River, but can not get higher than Curd's [Cuba?] Ford. One is ashore.

D. D. PORTER,
Acting Rear-Admiral.

General GRANT,
Oxford, [Miss.].

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Fitch, U. S. Navy, commanding U. S. S. Fairplay.

CAIRO, December 13, 1862.

SIR: It is of great importance that you ascend the Tennessee River with all your force. The rebels are threatening Savannah from Columbia. The river is rising now and will continue to rise, and you must work your way up to Savannah if you can. If the rebels have arrived before you get there, you will cut off their retreat by stationing vessels at the different fords. It is of great importance getting possession of the whole of the Tennessee River that we can reach.

You were a little fast in sending back the small steamer. I had an idea that she would be wanted. I would like to hear from you oftener, even if you have nothing to report.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander LE ROY FITCH,
Commanding Fairplay, Evansville, Ind.

[Telegram.]

EVANSVILLE, *December 15, 1862.*

Sent dispatch* from Green River yesterday. Leave for Tennessee to-night. Will take all the boats up with me. Communication will catch me as I pass Paducah.

LE ROY FITCH,

Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER, *Cairo.*

[Telegram.]

JACKSON, TENN., *December 15, 1862.*

I have information from several sources which seems reliable that Bragg's forces, or portions of them, are moving westward.† Forrest's cavalry, or rebel cavalry, are crossing the Tennessee River at Clifton to-day.

Deserters from Bragg's army declare Bragg's army has left Murfreesboro.

J. C. SULLIVAN,

Brigadier-General, Commanding.

To General ROSECRANS, *Nashville.*

Telegraph this to General Tuttle and Admiral Porter, *Cairo.*

[Telegram.]

OXFORD, *December 16, 1862.*

Bragg is said to be moving toward the Tennessee River through Waynesborough. Rosecrans ought to push them, and if possible gun-boats be sent up the Tennessee.

U. S. GRANT,

Major-General.

Admiral PORTER.

* See p. 631.

† For reports of Bragg and Forrest, see Official Records of Union and Confederate Armies, Vol. XVII, part 1.

Letter from General Halleck, U. S. Army, to the Assistant Secretary of the Navy, urging cooperation of gunboats.

HEADQUARTERS OF THE ARMY,
Washington, December 17, 1862.

SIR: It is reported that Bragg's army is moving down the Tennessee River with the probable intention of occupying some point or points on the east bank in order to interrupt navigation. Generals Grant and Rosecrans urge the importance of sending some gunboats up that river as early as possible to prevent the enemy from effecting a lodgment and from crossing to the west side.

Very respectfully, your obedient servant,

H. W. HALLECK, *General-in-Chief.*

Assistant Secretary Fox, *Navy Department.*

Letter from the Assistant Secretary of the Navy to General Halleck, U. S. Army, responding to request for cooperation of gunboats.

NAVY DEPARTMENT, *December 17, 1862.*

In a dispatch dated the 12th instant, received by this Department from Acting Rear-Admiral D. D. Porter, commanding the Mississippi Squadron, occurs the following:

Five light-draft steamers have been refitted and sent up the Tennessee and Cumberland rivers and have entirely put a stop to the guerrillas in that direction, and vessels go up and down those streams without molestation.

Admiral Porter has been instructed to send gunboats up the Tennessee River in accordance with your request of this morning.

Very respectfully,

G. V. Fox.

Major-General H. W. HALLECK,
Commander-in-Chief, U. S. Army.

[Telegram.]

NAVY DEPARTMENT, *December 17, 1862.*

The general-in-chief reports that General Bragg's army is moving down the Tennessee River for the purpose of occupying some point on the eastern bank, and asks that some gunboats be sent up that river as early as possible. Can not you get men from the army? There are none East. Answer.

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Telegram.]

CAIRO, *December 17, 1862.*

Telegram received. Admiral Porter down the river. Five light-draft gunboats left Ohio River for Tennessee River on 15th instant,

on information received from General Grant. Must be there before now. River rising but slowly. Boats can not get far up at present, but will push ahead with rise. No soldiers can be obtained here.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

OXFORD, [MISS.], December 18, 1862.

I am informed that there is now 4 feet of water in the Tennessee. Gunboats there would be of immense value. Forrest and Napier are now on this side the river with from five to ten thousand men, and have got near to Jackson. I hope my forces will be able to drive them to the river. I have been concentrating troops all day to meet them.

U. S. GRANT,

Major-General.

Admiral PORTER, *Cairo.*

[Telegram.]

CAIRO, ILL., December 18, 1862.

Five light-draft gunboats left Ohio River for Tennessee River on 15th instant. They draw about 3 feet and have orders to go up with the rise. They are only musket proof.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Major-General U. S. GRANT,

Oxford, Miss.

Letter from Quartermaster Eddy, U. S. Army, to Lieutenant Bishop, U. S. Navy, regarding the prize steamers Catahoula and Forest Queen.

MEMPHIS, TENN., December 13, 1862.

CAPTAIN: General Sherman has given orders to me to stop all boats bound up river, in order to convoy troops below. There are some boats taken as prizes by the navy, amongst others, the *Catahoula* and the *Forest Queen*. Those in charge refuse to remain here. Will you do me the favor to detain them until some understanding is come to between General Sherman and yourself?

Very respectfully,

A. R. EDDY,

Chief Quartermaster.

Captain BISHOP,

Commanding Gunboat Bragg.

Letter from Quartermaster Eddy, U. S. Army, to Lieutenant Bishop, U. S. Navy, regarding the prize steamers Catahoula and Forest Queen.

MEMPHIS, TENN., December 13, 1862.

LIEUTENANT: I have just received your letter of this date. It is evident that you had not then received my letter of same date. The retaining of the boats you mention to send troops down the river will not interfere in any way with any claims of the navy upon them as prizes. As such they will cost us less than boats in legal trade. They will be returned to your charge, if you direct them to be temporarily turned over to the army, as soon as they come back from the expedition for which they were taken. As both of us act for the interest of the public service, I do not think that our orders will prevent us from acting in concert.

Truly and respectfully, yours,

A. R. EDDY,
Acting Quartermaster.

Lieutenant JOSHUA BISHOP,
Commanding Gunboat Bragg.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Woodworth, U. S. Navy, to command the U. S. S. Conestoga.

CAIRO, ILL., December 13, 1862.

SIR: Report to Captain Pennock, fleet captain and commandant of station, for command of the *Conestoga*.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant SELIM [E.] WOODWORTH, U. S. Navy.

Letter from Brigadier-General Ellet, to Major-General Halleck, U. S. Army, suggesting that men for the Marine Brigade be taken from commands already in service.

ST. LOUIS, MO., December 13, 1862—10 a. m.

I have the honor to report that recruiting for the Mississippi Marine Brigade progresses very slowly, and in view of the importance of its early foundation and of the great difficulty of subsisting men at this time, I would respectfully suggest that I be authorized to obtain men from commands already in the service. I would further suggest that these men be obtained from the convalescents in the hospitals. Many men who are utterly unfitted for the ordinary service in the field would make efficient soldiers for this service, which is so much lighter and less fatiguing. It is especially suggested that by this means the hospitals may be greatly relieved by the men rendered serviceable, who will otherwise continue to be a burden upon the country or have to be discharged. Again, these men being disciplined soldiers, will, as soon as formed into companies, be ready for

service, while recruits will have to be kept out of service until drilled. The boats are purchased and being put in a condition to receive the men, and it is earnestly hoped, by the means proposed, the brigade may be ready as soon as the boats. Thus the value of the command from which the men are taken will not be impaired while this service will be greatly promoted.

Very respectfully,

ALFRED W. ELLET,
Brigadier-General.

Major-General H. W. HALLECK,
General-in-Chief.

Report of Lieutenant Commanding Gwin, U. S. Navy, forwarding military information regarding proposed movements.

U. S. GUNBOAT BENTON,
Off Helena, Ark., December 13, 1862.

SIR: Major-General Gorman, commanding land forces here, has requested that I should send you the substance of some dispatches received by him this morning.

It is the intention of General Grant to move on Vicksburg; he is now at Grenada, Miss., with the main army. Sherman has fallen back and is now in Memphis for the purpose of getting transportation by water down the river. Sherman will be furnished with all that can be spared from this point, say 20,000, and will then proceed immediately down to the foot of Milliken's Bend, about Bunscomb's Landing, where it is proposed to disembark the troops. General Sherman expects to be able to leave Memphis by the 18th instant. General Halleck, in a telegram, directs General Grant to request the cooperation of Admiral Porter.

I respectfully call your attention to the following paragraph of an order addressed to me by Acting Rear-Admiral Porter.

Part of your crew has been taken by Captain Walke on an expedition; obtain them as soon as possible.

Will you be pleased to send them up by the first opportunity?

The *Champion* will take down two barges of coal.

Very respectfully, your obedient servant,

WM. GWIN,
Lieutenant, Commanding.

[Captain HENRY WALKE,
U. S. Navy.]

Report of Lieutenant-Commander Fitch, U. S. Navy, commanding U. S. S. Fairplay, regarding restriction of commerce in the Green, Ohio, Tennessee, and Cumberland rivers.

U. S. GUNBOAT FAIRPLAY,
Mouth of Green River, December 14, 1862.

SIR: I have the honor to report that I have stopped all steamers not in the Government employ from passing up Green River. My reason

for doing this was, first, to prevent the possibility of guerrillas getting supplies in that direction; and, second, because unless I have a boat here to watch the river all the time surveyors of ports will pass articles up that are contraband of war. They do not seem to discriminate between articles contraband and other merchandise. The mail I have also stopped, as I find that our own people need watching as well as the guerrillas.

It is reported that Woodward, Forrest, Triplett [Napier], and Johnson are again back in Union County, Ky., with some two or three thousand guerrillas. I suppose the number is exaggerated.

I can prevent them getting supplies from other States, and, if the Cumberland rises enough, can also prevent them from sending many articles south. They will then only impoverish their aiders and abettors.

I would respectfully request two more boats for this division of the flotilla, so that two could be kept to guard the Tennessee, two the Cumberland, and three the Ohio from Paducah to Louisville.

I start down the Ohio for Smithland to-morrow and then up the Cumberland, if there is water enough. I will leave the *Brilliant* to guard the Ohio from Cave-in-Rock to Uniontown while I go up the Cumberland with this boat and the *St. Clair*.

The Tennessee and Cumberland are both rising very slowly. I hope to have plenty of water in a few days.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from Brigadier-General Gorman, U. S. Army, to Captain Walke, U. S. Navy, regarding proposed cooperation against Vicksburg.

HEADQUARTERS DISTRICT OF EASTERN ARKANSAS,
Helena, December 15, 1862—8 p. m.

CAPTAIN: On to-morrow morning Captain Shirk, commanding gunboat *Lexington*, will leave as a convoy to the steamer *City of Madison*, conveying rebel prisoners for exchange, under a flag of truce. If it be not inconsistent with your arrangements or orders, I should be glad [if] you would send the *Lexington* back with the *City of Madison*.

By a dispatch from General Halleck, I see that Rear-Admiral Porter has been requested to cooperate with General Sherman in a movement now on foot to land a large force near the mouth of the Yazoo to attack Vicksburg, in conjunction with corresponding movements of General Grant, and I am sending a strong column from my command to join General Sherman, and will need convoys possibly for some supply transports; and it will be highly important to have a gunboat or two to aid, if necessary, the small garrison left here, [of] all of

which, however, you will no doubt be fully advised soon by Admiral Porter, if not already.

I am, captain, your obedient servant,

W. A. GORMAN,

Brigadier-General, Commanding Eastern Arkansas.

Captain WALKE, U. S. Navy,
Commanding, etc.

Report of Brigadier-General Gorman, U. S. Army, referring to the best place to land troops with a view to attacking Vicksburg.

HDQRS. DISTRICT OF EASTERN ARKANSAS,
Helena, Ark., December 13, 1862.

GENERAL: Yours, dated at Oxford, Miss., December 8, 1862, and addressed to Brigadier-General F. Steele, commanding United States forces at Helena, has been received; also another letter of the same date addressed to the commanding officer of the United States cavalry forces at Friar's Point, Miss.

The expedition which left this point under the command of Brigadier-General Hovey, and which moved in the direction of Grenada, Miss., has returned and his forces are now all on this side of the river.

* * * * *

You ask General Steele's opinion as to the best point to land troops below here with a view of attacking Vicksburg. General Steele says that the troops should be landed at the lower end of Milliken's Bend, opposite an island called My Wife's Island, say, 2 or 3 miles above the Yazoo River. * * *

I enclose the reply of Naval Officer Gwin to your enquiry as to the present position of our gunboats between this and Vicksburg, from which you will perceive there are 6 ironclads, 4 light-draft wooden boats, and 2 rams.

The enemy have a battery on the Yazoo about 15 miles from the mouth of that river and about 12 miles by land from Vicksburg.

* * * * *

I am, general, very respectfully, your obedient servant,

W. A. GORMAN,

Brigadier-General, Comdg. Eastern District of Arkansas.

Major-General U. S. GRANT,
Comdg. Thirteenth Army Corps, Dept. of Tennessee.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Riley, U. S. Navy, to report for duty at once.

DECEMBER 15, 1862.

SIR: You will proceed without delay to Cincinnati and report to Lieutenant-Commander Watson Smith for the command of the first steamer that is ready to come down, not, however, to interfere with

the vessel commanded by Acting Master Smith in case she is ready to start. Obtain all the men you can by shipment, but do not wait for that. Hire men by the day to take you to Cairo, where they will be paid off when you arrive there. If Captain Pennock can not raise men for you in Cairo, tell him to draw upon the *Eastport* and *Conestoga*. If you can get enough to man two guns, start down to join me. If it can be done without delay in Cincinnati, tell Captain Watson Smith that I wish the ports on these steamers cut up 1 foot higher; that the guns have no elevation.

The grand object is dispatch, and join me as soon as you can.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant ROBERT K. RILEY, U. S. Navy.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, announcing the destruction of the U. S. S. Cairo, and urging the sending of steamers.

DECEMBER 16, 1862.

SIR: I send up some men from the [U. S. S.] *Cairo* for the steamers. Send them to me at once. The *Cairo* was blown up by a torpedo. Captain Selfridge will take command of the *Conestoga* and join me without delay.

When Lieutenant Woodworth comes, place him in command of one of the small steamers at once with two-thirds of a crew of men and petty officers and send them down.

That will leave you a crew for the *Conestoga* and another small vessel.

Work night and day and get me the steamers down as soon as possible.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK,

Fleet Captain and Commandant, Cairo, Ill.

Report of Acting Volunteer Lieutenant Riley, U. S. Navy, commanding U. S. S. Louisville, regarding delay caused by grounding of that vessel.

U. S. GUNBOAT LOUISVILLE,

Head Island 25, December 16, 1862.

SIR: We arrived here this morning after being aground thirty-six hours at Casselberrey's, 15 miles above this place, and find only 6 feet water, which is not enough for us by 12 inches. The river is rising slowly, and I shall have to wait until there is more water to get through. I will sound three times a day until I get enough. The

ram *Lioness* pulled us off at Casselberrey's, at which place now there is 8½. The outside way down the right-hand shore has filled up.

Very respectfully, your obedient servant,

ROBERT K. RILEY,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding steamers.

DECEMBER 16, 1862.

SIR: When Lieutenant Woodworth comes, let him join me with the *Conestoga*, and put Lieutenant Hentig in command of one of the light-draft steamers.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK, U. S. Navy,
Fleet Captain and Commandant, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to commanding officer at Memphis, regarding disposition of seized vessels.

DECEMBER 16, 1862.

SIR: If any more vessels are seized at Helena or Memphis by naval vessels, do not send them up, but deliver them up to Mr. Yeatman, the Treasury agent, if it is for violation of revenue laws; but if for carrying munitions of war, keep them until I arrive.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

COMMANDING NAVAL OFFICER,
Memphis, Tenn.

Report of Acting Rear-Admiral Porter, U. S. Navy, requesting professional help in clearing the Yazoo and Red Rivers.

No. 248.]

U. S. S. BLACK HAWK,
December 17, 1862.

SIR: I shall want the services of Mr. Julius H. Kroehl for the purpose of removing the rafts in the Yazoo and Red rivers. I would be much obliged if I could get him with all his apparatus. His address is P. O. box 2499, New York.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, regarding permits and manifests certified by collector of the port.

DECEMBER 18, 1862.

SIR: You will conform to the order I sent you to recognize the certificate of the collector of the port. All that a naval officer has to do is to see that no vessel leaves without a permit and manifest, and in case the articles are contraband, the vessel, as long as she has a permit, is authorized to depart, but the contraband articles, with the name of the vessel and of the persons signing the permits, are to be sent to me.

No vessel is to be detained unless she carries munitions of war, provided she has a permit; but the naval officer must examine her papers and let her go.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieut. Commanding JOSHUA BISHOP,

Commanding U. S. S. General Bragg.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, urging the completion of steamers Choctaw and Lafayette, at St Louis.

DECEMBER 18, 1862.

SIR: I omitted when I left to speak to you about the two steamers *Choctaw* and *Lafayette*, in St. Louis. Please write to Mr. Laning constantly about them and see that they are progressing. I was promised to have them on Christmas. Be detailing officers for them and send them down to me with half a crew the moment they are ready. Have men hired to bring them from St. Louis to Cairo, and be getting their stores together. Write to Mr. Laning to procure a full supply of stores in St. Louis, which the army quartermaster in charge will pay for. This loss of the *Cairo* leaves us but six vessels that can go under a battery of any size. Tell Mr. Laning to be pushing ahead the cabins, have them furnished, give light coats of paint, and do everything else that will expedite these two vessels. Write to Mr. Badger about the batteries. Let them be got on board as soon as possible. I send you a list of the officers of the two vessels in St. Louis. Please have them filled up.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK, U. S. Navy,

Commandant and Fleet Captain, Cairo, Ill.

Order of the Secretary of the Navy to Lieutenant-Commander Gwin, U. S. Navy, to furnish explanation in the matter of witnesses summoned by the State of Arkansas.

NAVY DEPARTMENT, December 18, 1862.

SIR: The Department has received a communication from the Secretary of State of Arkansas, in which he represents that on the 9th

instant summons was issued from his office, with the great seal of the State attached, and with your consent, served on the parties summoned, on board the steamer *Benton*, and that on the same day the persons required as witnesses were, by your order, sent up the river on the steamer *Catahoula* and taken without the jurisdiction and limits of the State without notice to the State authorities.

Be pleased to furnish the Department with an explanation of your conduct on the occasion referred to.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander WILLIAM GWIN,
Commanding U. S. S. Benton, Mississippi Squadron.

Report of Captain Walke, U. S. Navy, regarding the movements of certain vessels.

U. S. GUNBOAT CARONDELET,
Off Yazoo River, December 20, 1862.

SIR: I had the honor of receiving your letter of the 13th instant, informing me that you had heard from this division of your fleet by several letters from others, but none from me. I regret this very much, as it will be impossible to rely upon our present means of communication. I have sent you quite a large number of letters by every opportunity, reporting all that has occurred up to this time. My letters must have been delayed at Helena or Memphis. I have had considerable trouble and anxiety in getting coal and provisions from Helena. I was obliged to send three times for them, and succeeded at last by sending the *Lexington*, which brought down the *Sovereign* yesterday.

The *Lioness* arrived to-day with flag of truce steamer *City of Madison*, and as General Gorman requested me to let the *Lexington* convoy their supply transports from Helena down, I will send her up to Helena with the *City of Madison* for that purpose. The *Tyler*, ram *Switzerland*, and steamer *Champion* are expected momentarily with coal.

I wrote you, or attempted to write you, a private letter, but I had not proceeded far when it assumed the air of an "official," from the fact that I had nothing to write about that was more interesting than the duties in which we are engaged at present.

The above-mentioned vessels have arrived with two barges of coal, barely sufficient to supply our wants. I have received two deserters from the rebel army this morning (December 22) whom I intend to retain for the use of the general for the information they possess. I shall send two or three boats up the Yazoo to-morrow, 24th instant, on a reconnaissance.

I am, sir, very respectfully, your obedient servant,

H. WATKINS,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding repairs made at the Memphis machine shop.

No. 252.]

U. S. MISSISSIPPI SQUADRON,
Memphis, December 18, 1862.

SIR: I herewith enclose you some papers explaining the arrangements made with regard to the Memphis navy yard and machine shops. It is the best that I can do under the present circumstances. The shops are in operation with the allowance of men stated in the temporary appointment of Mr. Rowe (subject to your approval), authorized by the Bureau of Construction.

The *General Bragg* is now undergoing extensive repairs at this place, and the shops seem to furnish all the requirements, excepting more material, which is being procured.

The *General Bragg* will be of no use to us for a month or more, and I have directed her to remain at this place for the present, and when repaired to take her station at the mouth of the Arkansas River. In case of necessity she can be towed down there. Owing to the few vessels we have fit for active service, I have to resort to every expedient. I found all the vessels in a very dilapidated condition excepting five when I took command. This machine shop will be a Godsend to us as we move down the river. There are none nearer than St. Louis.

I shall examine the machine shops to-morrow and make a full report concerning them.

I have the honor to remain, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Circular of the Secretary of the Navy regarding enlistment of contrabands.

NAVY DEPARTMENT, *December 18, 1862.*

Persons known as "contrabands" will not be shipped or enlisted in the naval service with any higher rating than that of landsman; but if found qualified after being shipped may be advanced by the commanding officer of the vessel in which they serve to the ratings of seaman, ordinary seaman, fireman, or coal heaver, if their services are needed in such ratings, and will be entitled to the corresponding pay. They will not be transferred from one vessel to another with a higher rating than that of landsman, but if discharged on termination of enlistment, or from a vessel going out of commission, will retain their advanced rating in the discharge.

GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, regarding contrabands for the new gunboats.

MEMPHIS, TENN., December 19, 1862.

SIR: As the new gunboats come along they will be short of men. Be prepared to furnish the light-draft vessels with ten contrabands each, without delaying them. Take them from those on hand, and fill up again from the army. If the hospital vessel comes down here short-handed, give her as many contrabands as the captain may require, and if she is short of crew put five of your men on board.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant JOSHUA BISHOP,

Commanding U. S. S. General Bragg.

Report of Acting Rear-Admiral Porter, U. S. Navy, recommending removal of naval station from Cairo to Memphis.

No. 253.]

U. S. MISSISSIPPI SQUADRON,
Memphis, December 19, 1862.

SIR: I have examined the navy yard and find that it has most all the facilities for repairing our squadron on these rivers.

It has about the capacity of the Portsmouth, N. H., navy yard. Good smitheries, carpenter shops, storehouses, good officers' quarters, to some extent, and a great deal of machinery of all kinds. It is now in operation under naval rule, and I recommend a removal of the station at Cairo, and vessels, to this place without delay.

It would take the Government some years to get together the material that is now here and available. I have taken possession of all buildings formerly owned by the Government, and all that have been sold or leased by the city authorities to rebels, many of whom are now actually in arms against the United States. Many of the buildings have had extensive machinery and engines put up for pressing out cotton-seed oil. They will all suit admirably for naval purposes.

If the Government ever proposes to have a Western navy yard, there is plenty of machinery here for it.

I am, respectfully, your most obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, regarding transfer of shops and buildings at Memphis navy yard.

[MEMPHIS,] December 19, 1862.

GENERAL: By order of the Department I have examined the navy yard here. Lieutenant-Commander Gwin was ordered by me to select such buildings as we would absolutely require, and though he

has selected a number, he failed to take some that were very important to us. Will you please give an order to have turned over to Lieutenant Commanding Bishop all the shops and buildings, residences of officers, and public edifices formerly contained within the grounds known as the navy yard. Also the shops now in use by the army, when they have no further use for them.

I am, general, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

General W. T. SHERMAN,

Commanding District of Memphis, Memphis, Tenn.

Instructions from Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, regarding stations and duty for that vessel.

MEMPHIS, December 19, 1862.

SIR: You will get the *General Bragg* ready for service with all dispatch. While she is undergoing repairs, you will be particular in keeping up everything on board your vessel for immediate service, your guns loaded and everything prepared for emergencies. In case you are obliged to move, seize the first steamer you can lay your hands on (provided she is not in the employ of the army) and use her to tow you. When the army leaves here, there may be an attempt on the part of the enemy to attack this town; in that case, haul out in the stream and take a position where you can most effectually aid the troops.

When your vessel is finished you will take in coal and proceed to the mouth of Arkansas River, cruising under low steam between that and Helena, and permitting no vessels not employed by the army to pass below a point 10 miles above the mouth of White River. If any depredations of a serious character are committed on our steamers by the guerrillas—that is, if any of them are seized and burned—you will immediately forbid the passage of any merchant steamer below Helena, and notify the custom-houses at Memphis and Helena to that effect, and give them a copy of that part of this order relating to the matter. When on the river cruising or lying at anchor, you will always be ready, night and day, for immediate service, keeping low steam or banked fires and saving coal. When you see a steamer that you do not know coming up the river, be prepared to stop here and see where she is from. There are armed vessels in the Arkansas River, and I should consider it great neglect if any of them should get out and go above you. You will shift your anchorage every night, never lying at the same place two nights in succession. You will lie under the lee of some shoal or island out of the main channel and where vessels will not likely pass near to you. Show no lights at night, strike no bells, nor exhibit any evidence of your presence, but keep a light ready to show to steamers as they pass near to you.

Permit no one to go on shore anywhere along the coast, and pay particular attention to General Order No. 4. In case of meeting vessels carrying contraband goods (not munitions of war), you will

endorse the fact on the manifest, take a copy of that part of the manifest, and transmit the facts to me, with the name of the vessel and the name of the person attached to the manifest or permit. You will also do this with every vessel that leaves the port of Memphis or Helena while you are at either of these places. Permit no traffic in small boats below Helena. By reading over the circular addressed to naval commanding officers, wherein I acknowledge Mr. Yeatman as the agent of the Treasury, you will understand fully the object of permitting the steamers to carry what is actually contraband of war (salt in small quantities for each person), and if there is any good reason to suppose, or if you actually know that these articles of commerce go to the use of the army of the rebels, then it will be your duty to stop it. You will hand a copy of these orders to your successor or any naval officer you may leave in command. I need not, I hope, remind you again that you owe no obedience to any officer of the army, but are to pay implicit attention to these and all other orders I have given you. General Order No. 21 is revoked. General Order No. 2 is revoked as far as from Cairo to Helena. It will be put strictly in force from Helena to points below where trade is allowed.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding JOSHUA BISHOP, U. S. Navy,
Commanding U. S. S. General Bragg, off Memphis, Tenn.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding provisions for the squadron.

[MEMPHIS,] December 19, 1862.

SIR: You will have three months' provisions for the squadron sent down to Memphis and placed in charge of the commanding officer there, who will stow it away in the public storehouse. Acting Master Neeld will receipt to Paymaster Watson for these stores, and take up his residence at the navy yard to look out for them and distribute them.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Commander and Fleet Captain A. M. PENNOCK, U. S. Navy,
Naval Station, Cairo, Ill.

Report of Fleet Captain Pennock, U. S. Navy, regarding general operations at naval station, Cairo.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., December 20, 1862.

SIR: I forward you dispatches from the Department and others. Paymaster Boggs informs me that he has received \$56,000 for the alterations on seven boats at \$8,000 apiece, and that he had previously sent Mr. Brown all the money he could spare.

With regard to the two communications from the honorable Secretary of the Navy in relation to the duties of fleet paymaster and fleet engineer, I respectfully request, if not inconsistent with your views, that those officers be retained at this station. Paymaster Dunn has, as you are aware, the charge of the light-draft flotilla and various other boats, and it is absolutely necessary that he should be here to supply stewards, make out requisitions for provisions and clothing, furnish the paymasters of the different boats with money, and receive and enter on his books the transfers of crews to those boats already purchased and those which have not yet arrived.

The services of the fleet engineer I know not how I can dispense with. He has to examine and select all engineers for appointment, to attend to the various repairs to machinery, to examine the requisitions sent in by the vessels of the squadron in the engineer department, and, finally, to superintend the blacksmith's shop. Mr. Flanner's appointment as acting master has been received from the Department, and, as your order to pay him off was based and given upon the supposition that his nomination as such would not be confirmed, I have taken the liberty to retain him in command of the *New Era*. The officer (Mr. H. K. Hazlett) ordered by you to command that vessel I have ordered to report to Lieutenant-Commander Watson Smith at Cincinnati for another and similar command.

Acting Ensign George S. West reported here to-day (from the *Indianola*) for duty on the *Romeo*. As his name was on the list of the officers of the *Rattler* sent me by you just before leaving, I conjectured that you intended him for that boat and have ordered him to her for duty.

Acting Master's Mate William Cassidy, who was confined by your order on the *B*, left his vessel without the permission of his captain, was arrested and confined in the guardhouse for intoxication, and has since been under arrest on board the *Clara Dolsen*. He was formerly a boatswain's mate on the *Cincinnati* and now awaits your orders. I enclose herewith his resignation sent in a few days since.

Lieutenant-Commander Selfridge has assumed the command of the *Conestoga* and will leave this evening to report to you. He has used extraordinary exertions in getting his vessel ready.

I have dispatched the *Marmora* as quickly as possible.

The blacksmith's shop boat *Sampson* left day before yesterday with dispatches for you.

I have ordered Acting Lieutenant Woodworth to Cincinnati to take charge of the first light-draft boat that may be ready to leave.

I enclose sundry telegrams with copies of my answers.

The *Rattler* and *Forest Rose* will be dispatched as soon as their ordnance is complete.

The *New Era* arrived last evening and will be equipped and sent down to you as soon as possible.

I have discharged 17 men from the *Conestoga* in accordance with recommendation of Surgeon Grier.

I have sent the chief engineer of the *Black Hawk* down to you in the *Sampson*.

The siphon pumps which we have fitted to our tugs and other vessels here work admirably. I hope your chief engineer will succeed in making yours work as well.

The *Catahoula* has not yet arrived. I am informed that she has gone to Memphis, but will be on the lookout for her here. Brown and Foster will not stop more than a day with me. I expect their arrival daily.

I enclose a report made to me by Captain Getty, of the *Marmora*, relative to four prisoners captured at the Yazoo River.

I received a request from the commanding general at Columbus to send there the gunboat you promised them as soon as possible. I informed him that the *Conestoga*, which was intended for that duty, had been from necessity ordered to join you; that the *Price* would not be ready for a month, and that no other available boat is at my disposal.

I have the honor to be, very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

[Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.]

General order of Acting Rear-Admiral Porter, U. S. Navy.

GENERAL ORDER }
No. 24. }

U. S. MISSISSIPPI SQUADRON,
December 20, 1862.

No officer or man will be allowed to leave the vessels to go farther than the bank or to visit some vessel near by, and none of the crew will be allowed to leave the boats or to go on shore unless in charge of an officer on duty, who will not lose sight of them.

Particular attention to Order No. 4.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding coal.

[HELENA,] December 21, 1862.

SIR: We will want more tonnage here. You had better secure the sister vessel to the *Wilson* and any other you may deem necessary to bring down coal. After the light drafts now in Cairo get off let the rest bring down two coal barges each. They can easily do it.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK, U. S. Navy,

Fleet Captain and Commandant Naval Station, Cairo, Ill,

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding the urgent need of coal.

HELENA, ARK., December 21, 1862.

SIR: Let every vessel that comes down bring coal enough to last her to Vicksburg and some days longer. There is none here, although the army is getting down plenty. Get me coal and send it to Vicksburg without delay. I wish I had the army arrangements, then I should never wait for anything.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Commander A. M. PENNOCK, U. S. Navy,
Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Paymaster Boggs, U. S. Navy, to send coal to Vicksburg.

HELENA, December 21, 1862.

SIR: There is not a pound of coal in Helena excepting what belongs to the army, who are sending it down in large quantities. Every boat of theirs is supplied, while we are helpless. Obtain tonnage and send me coal to Vicksburg at once, no matter what the cost may be. Do not stop to turn off coal barges. I must have coal. Send also charcoal for the steamers' drying stoves. The river is open, and we should have coal.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Purchasing Paymaster W. BRENTON BOGGS,
Naval Depot, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding assignment of certain commanding officers.

[HELENA,] December 21, 1862.

SIR: If the *Forest Rose* has not left, place Captain Selim Woodworth on board of her and send Captain Brown up to Cincinnati to report to Captain Smith for another steamer.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK, U. S. Navy,
Fleet Captain and Commandant Station, Cairo, Ill.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to H. L. Cavender, esq., regarding coal.

[HELENA,] December 21, 1862.

SIR: You are to take charge of the coal at this place, and under no circumstances will you deliver any coal to any but naval vessels without an order from me. When coal barges arrive here you are to see them sent down the river, keeping no more than two full barges here at one time. You will tell the captain of the *Sampson* to bring the two barges now here down the river to me.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

H. L. CAVENDER,
Helena, Ark.

Letter from Major-General Hurlbut, U. S. Army, to Lieutenant Bishop, U. S. Navy, regarding cooperation.

OFFICE PROVOST-MARSHAL,
Memphis, December 21, 1862.

I have ordered up a boat to lay alongside of you. If pressed too heavily, the infantry will fall back on board of your craft and the steamer will tow you off.

See that your guns are ready to cover my men.

Your obedient servant,

S. A. HURLBUT,
Major-General.

Lieutenant BISHOP, U. S. Navy.

Send the enclosed to officer commanding guard.

Letter from Acting Lieutenant Murphy, U. S. Navy, late Colonel of New York Engineers, to Acting Rear-Admiral Porter, U. S. Navy, regarding a naval command.

EBBITT HOUSE,
Washington, D. C., December 21, 1862.

DEAR SIR: Enclosed are two letters addressed to you, one from Admiral Foote and the other from Captain Wise.

I remain here for the present, pending the transfer of 50 men from my old regiment, whom I hope to obtain. They are men of various occupations, suitable to the work proposed by your expedition down the Mississippi. They can patch a boiler, drive an engine, point a hawser, reeve a tackle, make a splice, fit a gun-breeching, pull an oar, fell a tree, dig a trench, shoe a horse, or do anything else that may be required, and in addition to their discipline of eighteen months as infantry and engineer troops, they have been baptized by the fire of twelve battles. I regret that the prestige of the Army has been affected by recent events, but this only increases the ardor

with which I return to my "first love"—the Navy. Since the late fiasco at Fredericksburg the eyes of the country have been turned upon you, and I need not say in the renewal of our old associations that I desire to serve under one upon whom the hearts and hopes of our people are centered. It may be several days before I am able to join you, but I will try to bring with me several good officers in addition. In the meantime, I hope you will reserve for me a command that may in some measure assimilate with the one I have resigned.

Another favor I have to ask is, if you will give me a boat, to name her the *Spuyten Duyvil*. It is possible that the Secretary of War may decline to admit this transfer of men from the Army to the Navy, but a timely appeal to the proper authorities may secure for you these valuable auxiliaries. I therefore suggest your interposition. Answer me by telegraph and believe me,

Yours, truly,

JNO. MCLEOD MURPHY,
Late Col. Fifteenth Regiment New York Vol. Engineers,
Acting Lieutenant, U. S. Navy.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Flotilla, Cairo, Ill.

[Enclosure.]

BUREAU OF EQUIPMENT AND RECRUITING,
Washington, D. C., December 17, 1862.

MY DEAR PORTER: I am happy to inform you that Acting Lieutenant McLeod Murphy, late Colonel Murphy of the army engineers, will not only join your command, but will probably bring with him some 50 of his late command, who are good seamen, and can do any kind of work effectively.

I would have given him a high position, could I have had such a splendid officer.

Colonel Murphy sailed with Commander Smith and myself and was second to no officer in the ship. I know that you will do all for him in your power in giving him a good command.

I have ordered Carter by telegram and letter to send you all the men he has and all he can get.

In haste, truly, your friend,

A. H. FOOTE.

Rear-Admiral PORTER.

Report of Acting Volunteer Lieutenant Kroehl, U. S. Navy, suggesting means for destroying torpedoes.

HAMPTON ROADS, December 23, 1862.

ADMIRAL: I have been in Hampton Roads since last Sunday, and should have sailed again had not part of the machinery of the vessel given out. Where I am going I do not know; what I have to do I believe [I] know; still, I may be mistaken. Admiral Lee only told me to be prepared for any emergency.

I see by the papers that one of your steamers, the *Cairo*, was destroyed by torpedoes sunk in the river. I believe that the wish was father to the report, and that it is not so. I believe it would be advisable, if you had some torpedoes of 500 to 600 pounds each prepared, and when you run into the neighborhood where you expect torpedoes placed by the enemy, to fire yours, and the concussion in the water will set every torpedo below you, even if a mile off, leaking, and wet the powder. If the river is not very rapid, I have no doubt but a 500-pound charge will be effective at a distance of about 50 yards.

Admiral Lee promised to forward any letter to me that may be directed to his care.

With many wishes for a merry Christmas and happy New Year, I remain,

Respectfully, your obedient servant,

JULIUS H. KROEHL,
Acting Volunteer Lieutenant, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Fleet, Cairo, Ill.

Special order of Major-General Hurlbut, U. S. Army.

SPECIAL ORDER }	HEADQUARTERS DISTRICT OF MEMPHIS,
No. 25. }	<i>Memphis, Tenn., December 24, 1862.</i>

IV. The captain of the steamboat *Mill Boy* will immediately report in person with his boat to Captain Bishop, naval officer in command of navy yard, Memphis, for duty under his orders.

By command of Major-General HURLBUT:

WILLIAM H. THURSTON,
Acting Assistant Adjutant-General.

The steamer *Mill Boy* was sent to me by the above order and returned for —

Letter from the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, regarding the services of J. H. Kroehl.

NAVY DEPARTMENT, December 24, 1862.

SIR: In reply to your communication of 17th instant—No. 248—you are informed that Mr. J. H. Kroehl is now acting with Acting Rear-Admiral S. P. Lee, but he can be sent to you in about three weeks, if you require his services at that time.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

General order of Acting Rear-Admiral Porter, U. S. Navy.

GENERAL ORDER }
No. 23.

DECEMBER 22, 1862.

Commanders of vessels will not forward any resignations until I notify them.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding the destruction of a gun.

DECEMBER 22, 1862.

SIR: I enclose a copy of a letter to General Sherman from Captain Smith. Will you please have the place examined by a vessel coming down and the gun destroyed, so that it can not possibly be used?

I am, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK, U. S. Navy,
Fleet Captain and Commandant of Station at Cairo, Ill.

[Enclosure.]

ROBERT ALLEN, *December 15, 1862.*

SIR: Yesterday on the down trip of the *Robert Allen* I noticed a large cannon lying in the bend above Fort Pillow, near Plum Point, having the appearance of having been lately placed there, and looking rather suspicious.

Respectfully, yours, etc.,

J. F. SMITH,
Commanding Government Steamer General Robert Allen.

General SHERMAN.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Smith, U. S. Navy, regarding recruits.

DECEMBER 22, 1862.

SIR: Ship men for one year if you can do no better. The object is present relief. The vessels must be manned if only for a month. I have no paymaster to put in charge of receiving vessels at Cincinnati. The men will receive their advance the moment they arrive at Cairo and I can get their names on the books of the receiving ship.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant Commanding WATSON SMITH, U. S. Navy,
Spencer House, Cincinnati, Ohio.

Report of Fleet Captain Pennock, U. S. Navy, regarding changes made in assignments of officers.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., December 23, 1862.

SIR: I have the honor to enclose to you communications from the Department, and others.

The following changes have been made in the disposition of officers since my last:

Acting Gunner Louis Frederic reported here to-day from leave of absence, with orders from you to report to the honorable Secretary of the Navy or join the U. S. gunboat *Conestoga*. That boat having left here, I have ordered him to the gunboat *New Era*, which vessel is much in need of a gunner, and the *Conestoga* having one on board.

Acting Ensign George L. Smith has been detached from the *New National* and ordered to the *New Era*.

Acting Ensign William C. Hanford reported to-day by order of the Department, and I have ordered him to the *New Era* as executive officer.

Acting Ensign James Scannell reported to-day by order of the Department. I have not ordered him anywhere, but shall undoubtedly need him on one of the new boats, unless you should want him below.

I would respectfully request that a few copies of the approximate tables of allowances be sent me.

I enclose a telegram from J. McLeod Murphy, a copy of which I have retained in this office.

I enclose a letter received to-night, dated 18th instant, which contained invoice of boat's oars, boat hooks, flags, etc., shipped here by Rear-Admiral Paulding. I have sent the invoice to Paymaster Watson.

I enclose in to-day's mail a package of 15 books on mortar practice, in accordance with your request.

Your orders of the 19th instant have been received and will be obeyed with all possible promptness.

The gunboat *Forest Rose* left day before yesterday.

No new boats have arrived since my last communication.

I am, sir, very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, regarding general matters at naval station, Cairo.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., December 23, 1862.

SIR: I have the honor to inform you that the steamer *V. F. Wilson* has gone to St. Louis to tow down provisions and ice.

The steamer *W. H. Brown* arrived here last night. Your dispatches by her are received, and your orders shall be carried out

with the utmost promptness. I regret to inform you that the chief engineer reports that the boilers of the *Brown* are very badly burnt and it will take two or three days to repair them. I shall use every exertion to get her off, and shall keep men at work on her day and night.

Paymaster Boggs informs me that it is very difficult to charter boats, owing to the great demand for them for the army, but will make every effort to do so.

The army quartermaster, however, has promised to transfer the tugboat *Kellogg* to me. I will dispatch her to-morrow with 25,000 bushels of coal.

Mr. Boggs is negotiating for the steamer *Pollard*, and if he is successful, I will send her down with more coal if the *Brown* is not ready.

I enclose a letter from Acting Volunteer Lieutenant James Laning, relative to the *Choctaw* and *Lafayette*, and copies of my telegrams to Lieutenant-Commander Badger and Lieutenant Laning on the subject.

I regret to say that the repairs on the *General Lyon* are very much more extensive than was anticipated, but I have given orders to have the work proceed on her day and night.

The *New Era* will be sent down to-morrow evening. The *Red Rover* will join you by the 30th instant. The *Judge Torrence* will leave to-morrow evening.

I received a telegram last night about 10 o'clock from Brigadier-General Tuttle, at Columbus, Ky., stating that the enemy was reported to be about 9 miles from there and marching that way; that he did not think it was true, but that there might possibly be an attack; would telegraph in the morning. He thought they would be more likely to attack Paducah, and hinted to me to keep a bright lookout on opposite shore, as they might take a notion to visit Cairo.

I have taken all the precautions in my power to prevent any such demonstration.

I have made the following changes in the disposition of officers:

I have ordered Acting Assistant Surgeon Vail to the *New Era*.

I have ordered Acting Master's Mate H. G. Warren (formerly purser's steward of the *Little Rebel*) to the *New Era*.

William Wharry, acting master's mate, ordered by you to report to me for duty on the U. S. gunboat *Glide*, I have ordered to the *New Era*, there being great want of officers for that boat.

I am, sir, very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Letter from D. C. Cracraft, esq., to Hon. John Park, regarding orders to vacate building owned by the U. S. Government.

MEMPHIS, TENN., December 24, 1862.

DEAR SIR: We are ordered out of this house by Admiral Porter (as he calls himself); then yesterday two officers came to me and

informed me that the United States wanted it right off. We will have to get a house by the 1st of January, 1863. I was to your office this morning, but could not see you. Please tell Morgan.

Truly, yours,

D. C. CRACRAFT.

HON. JOHN PARK.

[1st endorsement.]

DECEMBER 24, 1862.

The major-general commanding directs me to ask for information in this matter. Do you require it for naval hospital?

By order Major-General Hurlbut.

W. H. THURSTON,

Acting Assistant Adjutant-General.

Captain BISHOP,

Commanding Navy Yard.

[2d endorsement.]

DECEMBER 25, 1862.

SIR: It is the intention of Admiral Porter to take possession of all buildings formerly owned by the U. S. Government. The hospital is one of the buildings.

Very respectfully, etc.,

JOSHUA BISHOP,

Lieutenant, Commanding, U. S. Navy.

Letter from the Superintendent Coast Survey to Acting Rear-Admiral Porter, U. S. Navy, regarding the work of his assistants.

COAST SURVEY OFFICE, *December 24, 1862.*

DEAR ADMIRAL: Yours of December 15, on your way down the river, was received yesterday afternoon.

I imagine with the best of my fancy all those curiously interesting, perplexing, and confounding particulars. It was only the other day Doctor Whelan boasted to me of the working of a plan of his in regard to discharging sailors. I went up to offer stores and money from the United States sanitary commission here, but he declined.

I hope you will soon be able to complete your arrangements for Gerdes, whose head you will find very useful, I think, as he turns it strongly on your affairs, and has the most intense desire to serve you, and that confidence in all you think and do, which is necessary to make things go well.

It rejoices me to hear that Messrs. Strausz, Fendall, and Halter are useful. You certainly have the power of inspiring men with a part of your own enthusiasm. If the army falters, they should be shot or shelled. Two days have gone of the twenty which you allow.

May success attend you. What a New Year's gift to the country Vicksburg would be!

What is the state of the river? Is there any hope from the cut?

The one torpedo of the war seems to have taken effect upon one of your Yazoos. "Nobody hurt." Bear it for the sake of science! It

was necessary that one should go off, to show that galvanism was not a humbug.

Carlisle was here yesterday, all right. He had a week's attack of pleurisy in New York, but looks as well as ever.

The best wishes of the season to you.

Ever truly, yours,

A. D. BACHE.

Letter from Captain Lewis, U. S. Army, to Lieutenant Bishop, U. S. Navy, referring to the release of steamer Mill Boy.

ASSISTANT QUARTERMASTER'S OFFICE,
Memphis, December 25, 1862.

LIEUTENANT: I received notice this morning that you had released the steamer *Mill Boy*, since which time I have been unable to ascertain her whereabouts. Can you inform me where she was taken?

Very respectfully, your obedient servant,

J. V. LEWIS,

Captain and Assistant Quartermaster.

Lieutenant BISHOP,
Commanding Gunboat Bragg.

Naval cooperation with the army for the defense of Columbus and Hickman, Ky., December 24-26, 1862.

Report of Fleet Captain Pennock, U. S. Navy, transmitting requests for assistance from Brigadier-General Tuttle, U. S. Army.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., December 25, 1862.

SIR: I enclose two dispatches received yesterday relating to the probable attack on Columbus. There is no doubt that a large force is threatening that place. I believe that the intention of the enemy is to occupy that or some other point on the river for the purpose of cutting off supplies for the fleet and army below. The necessity of the case obliged me to send last night to Columbus the gunboat *New Era*, and at the request of the commanding officer U. S. A. here, I detailed a master's mate (Mr. Powell, of the *General Lyon*) to take charge of a battery at Columbus. I also sent an army 12-pounder howitzer with 180 rounds of ammunition.

I am informed that dispatches were received last night from the Secretary of War ordering Brigadier-General J. M. Tuttle to Columbus, with imperative instructions to hold the place, cost what it might.

I also received a communication from the assistant superintendent of United States military telegraph at this place that communication by telegraph is cut off between Cairo, Columbus, and Paducah.

In view of the present difficulties in this neighborhood, I earnestly request that I may be allowed more force.

I am informed by Mr. Boggs that the *Pollard* leaves this morning with 25,000 bushels of coal and that the *Kellogg* will leave this after-

noon with 25,000 bushels more, and a further supply will be pushed through with all possible dispatch.

The *Red Rover* will go to the coal pile this morning, and I hope to get her off to-morrow. I avail myself of her capacity to send down in her provisions for the fleet, an invoice of which is enclosed herewith.

I am informed by the chief engineer that the *W. H. Brown* is fast being repaired and will probably be done to-morrow evening. She will be immediately dispatched with coal.

I send a roll of shipping articles to be signed by the officers who shipped the men, if possible, which please return.

I have appointed (subject to your approval) the following acting master's mates.

James Ross, seaman on the U. S. S. *Judge Torrence*, a citizen of, and born in Massachusetts, August 24, 1839; appointment to date from 24th instant, and ordered to the *Judge Torrence*.

William B. Shillito (received by Lieutenant-Commander Brown), a citizen of, and born in Ohio, June 1, 1844; appointment to date from 24th instant, and ordered to U. S. gunboat *New Era*.

S. O. Lovell (received by Lieutenant-Commander Brown), a citizen of, and born in Ohio, October 29, 1838; appointment to date from 24th instant; ordered to *Clara Dolsen* for quarters.

I have appointed (subject to your approval) Silvester Dods [Silvester Doss] and W. C. Tichenor, pilots; appointments to date from 24th instant, and ordered them to the *New Era*.

I send down to you in the *Kellogg* Pilot Francis E. Parker, with orders to report to you for duty in accordance with your order to send down a pilot to supply the place of Pilot Birch, ordered to the command of the *General Lyon*.

I have ordered Acting Carpenter Harlow Kenny to the hospital boat *Red Rover*.

Gunner Eugene Mack reported here day before yesterday evening with orders from the Department to report to you. He will go down to you in the *Judge Torrence*, which vessel I hope to get off by noon this day.

I have the honor to be, very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

P. S.—Pilot Parker has gone down in the *Pollard*. I enclose letter from Acting Master Flanner, commanding *New Era*, and a copy of my orders to him on leaving last night (24th instant).

A. M. PENNOCK.

[Enclosures—Telegrams.]

COLUMBUS, KY., *December 24, 1862.*

We are short of guns in the fort. Can't you send us some howitzers and men to man them. We will need them bad. We are going to fight. Enemy still advancing. Answer.

J. M. TUTTLE,
Brigadier-General.

Captain PENNOCK, *Cairo.*

COLUMBUS, *December 24, 1862.*

Enemy are certainly coming. Can you do anything to help us? General Cheatham is reported as with them with 40,000 men.
Answer.

J. M. TUTTLE,
Brigadier-General.

Captain PENNOCK.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Master Flanner, U. S. Navy, commanding U. S. S. New Era, to proceed to Columbus, Ky.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., December 24, 1862.

SIR: Proceed without delay with the vessel under your command to Columbus, Ky., and inform the commanding general that I have sent you there for cooperation.

You will keep me informed by telegraph of all your movements. It is probable that Columbus may be attacked, and I can not impress upon you too strongly the necessity of having your men well drilled and ready for any emergency. You are not to go below Columbus without further orders from me.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Master Commanding F. W. FLANNER, U. S. Navy,
U. S. Gunboat New Era.

Report of Acting Master Flanner, U. S. Navy, commanding U. S. S. New Era, of arrival off Columbus, Ky.

GUNBOAT NEW ERA,
Off Columbus, Ky., December 25, 1862—11 a. m.

SIR: Arrived 10 p. m., 24th, all safe; reported to General Davies, commanding post. Made all arrangements for action.

The enemy are near, with, it is reported, 40,000 troops. Expecting an attack hourly. No telegraph communication with Cairo.

Will keep you informed of our actions as often as possible.

I am, sir, your obedient servant,

F. W. FLANNER,
Acting Master, Commanding Gunboat New Era.

Captain A. M. PENNOCK, U. S. Navy,
Fleet Captain and Commanding Post, Cairo, Ill.

Order of Brigadier-General Davies, U. S. Army, to Colonel Lewis, U. S. Army, to proceed to Hickman, Ky.

COLUMBUS, KY., *December 26, 1862.*

SIR: You will proceed with your regiment on board the steamer *Black Hawk* down the river to Hickman. You will meet the gun-

boat *New Era* on the way up or find her at Hickman. If you do not, you must land your regiment above Hickman, out of range of artillery, if any is there, and capture and totally destroy two large guns which I am informed the rebels are mounting at that point on the bank of the river. They are two large pieces of ordnance left there by the navy as condemned. They are mounting them on the river bank. Burn all the gun carriages you can find on the river bank or in the town, and utterly destroy the guns if you can, or roll them into the river if you can not get them away by any other means. Take good care that while you are doing this by a detail that you are not surprised by a charge of cavalry. I hope you will use every precaution to resist an attack if one is made. I do not fear that you will be so attacked; but if you are, do the best you can. You will know the gunboat when you meet her by her color being brown.

I send with you Captain Hutchens, who has been in command of Hickman, and a guide, who will tell you where you can land above Hickman.

Have your steamboat, while you are ashore, lay off a little way in the stream, say 20 or 30 feet, so that she may not be surprised during your absence. The remainder I leave to your discretion.

THOS. A. DAVIES,
Brigadier-General.

Colonel LEWIS,
Commanding Twenty-eighth Wisconsin.

If you can ascertain anyone who has been engaged in this operation, arrest them and bring them up here. When you have accomplished the work you will return to this place.

THOS. A. DAVIES,
Brigadier-General.

Letter from Brigadier-General Davies, U. S. Army, to Acting Master Flanner, U. S. Navy, commanding U. S. S. *New Era*, proposing the destruction of guns at Hickman.

COLUMBUS, *December 26, 1862.*

SIR: I send a regiment of infantry to assist in landing at Hickman. I am informed that they are mounting two large guns at that place, which were thrown off there by the navy as condemned. It is very heavy ordnance, and if they are not destroyed will give some trouble. I wish you would take such steps, with the aid of the infantry, as to prevent their use by totally destroying them. If they have fired on any boat or made such preparations, you know what to do. You probably have your orders from Admiral Porter. I leave the rest to your discretion.

Look through the town and see if there is anything else that can be used, and destroy that also.

THOS. A. DAVIES,
Brigadier-General.

COMMANDING OFFICER GUNBOAT *NEW ERA*.

Report of Brigadier-General Davies, U. S. Army, commanding District of Columbus, Ky.

HEADQUARTERS DISTRICT OF COLUMBUS,
January 9, 1863.

SIR: I have the honor to make the following report of transactions in this district since December 18, 1862:

I received telegram from General Sullivan, at Jackson, stating that the enemy had crossed the Tennessee River at Clifton in force and were menacing Jackson, and asking for troops. I had none to spare him and so answered. * * *

Upon the cutting off of communication with General Grant I telegraphed to General Halleck the state of things, and he immediately ordered General Curtis to send General Fisk's brigade to reinforce me, giving me orders in three separate telegrams "to hold Columbus at all hazards and make no movement of troops that would endanger it." * * *

I got some navy howitzers from Cairo and the mosquito gunboat *Fairplay* to aid along the river. A portion of Forrest's force having been reported as moving toward Hickman, which had been evacuated to reinforce Columbus (their having but 63 infantry and 73 cavalry for duty), and the additional fact that Van Dorn was also moving in the same direction, and from information I received, concluded their design was to gain some point on the Mississippi to interfere with the navigation. This conclusion proved true. The same evening I gained the information I dispatched the gunboat *Fairplay* to Hickman, to be there at daylight. The steamer *Duke*, coming up, was being brought to when the gunboat hove in sight. She sheered off and came on up and the rebels disappeared.

They endeavored to mount during the day two 64-pounder condemned guns on the bank, left by the navy. Hearing of it, I dispatched a regiment to roll the guns into the river and burn the carriages, which was done. * * *

I am, very respectfully,

THOMAS A. DAVIES,
Brigadier-General, Commanding District of Columbus.

Colonel JOHN A. RAWLINS,
Assistant Adjutant-General.

Report of Acting Volunteer Lieutenant Richardson, U. S. Navy, commanding U. S. S. Judge Torrence, regarding detention of that vessel at Hickman.

U. S. S. JUDGE TORRENCE,
Off Yazoo River, December 29, 1862.

SIR: I have the honor to report to you that we left Cairo 11.50 p. m. on the 25th instant, after taking on board 642 shell from the *Clara Dolsen*, with instructions from Captain Pennock to proceed to Columbus and put on board the gunboat *New Era* Acting Ensign Smith, who had arrived that evening from Columbus with information that the town of Hickman was in danger.

We arrived at Columbus at 2 a. m., 26th instant, and reported to the commanding officer of the *New Era*, which got underway and

went to Hickman. At 5 a. m. we got underway and proceeded down the river. On arriving at Hickman we found there the *New Era*, who reported everything quiet and no rebels near. At 10 a. m., when within 4 miles of Island No. 10, a blank shot was fired from a battery on the island. Before we could round to, two more were fired, one a solid shot and the other a shell, both going over the bow. I immediately headed upstream. A steamer was then seen approaching from behind. On arriving near she hailed us and told us to proceed no farther, but send a boat to the island and report. I had the gig manned and sent Acting Assistant Paymaster Harvey and Acting Ensign Irwin, with instructions to proceed to the island and demand an explanation of the detention of this vessel. They took with them Colonel Bissell, of the Engineer Corps, who was on the packet boat *Wash Graham*, which boat was in company with us at the time.

On returning, they reported that when within 1 mile of the island another blank shot was fired, but they proceeded on and found the battery in charge of Captain Gordon, Major Jones, who was in command, being sick. On asking for an explanation Captain Gordon stated that he had received orders from General Davies, at Columbus, to stop every boat, and to do it promptly, and also stated that he had orders to spike the guns, destroy the carriages, and evacuate the island, but had sent to General Davies for further orders before doing so. Colonel Bissell, after severely reprimanding him for firing at the boats, and on no account to repeat it, they signaled for the boats to proceed on.

Colonel Bissell stated that he would immediately report the matter to General Grant.

After a detention of four hours we proceeded down the river, arriving at Memphis 6 p. m., 27th instant. After taking on 300 bushels of coal got underway and arrived off Helena 10.30 a. m., 28th. Finding none of the fleet there, I proceeded on, arriving here at 5.30 this evening. All of which is respectfully submitted.

Very respectfully, your obedient servant,

J. F. RICHARDSON,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Brigadier-General Gorman, U. S. Army, regarding needed cooperation of gunboats.

HEADQUARTERS DISTRICT OF EASTERN ARKANSAS,

Helena, December 25, 1862.

GENERAL: I am ordered to move on Little Rock, up the Arkansas, first striking Post Arkansas. General Curtis has ordered movements from the east by Blunt, Herron, Schofield, and Davidson, and by myself, as above indicated. I am powerless with my force without some good gunboats.

I have asked Admiral Porter to aid me if possible. Will you do me the favor to write me a note, or, if perfectly convenient, to see

him on the subject? I will be in Napoleon in ten days from this date. I am ordered to attract the attention of General Holmes, that he may not be able to send forces to aid General Hindman at Van Buren, against which Blunt, Herron, etc., are moving. I am utterly powerless without gunboats with my force, 5,000 infantry and 2,000 cavalry.

I have 2,000 cavalry scouting toward the Tallahatchie and 1,000 infantry and a section of artillery at Friar's Point.

I am, your obedient servant,

W. A. GORMAN,
Brigadier-General, Commanding.

Major-General SHERMAN.

Report of Fleet Captain Pennock, U. S. Navy, regarding operations at naval station, Cairo.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., December 26, 1862.

SIR: I have the honor to report to you that the *Glide* arrived this noon, and I am fitting her out with all possible dispatch.

The hospital boat went to the coal pile this morning.

The *Judge Torrence* left last night with orders to report to you, and also with dispatches and mail.

Lieutenant-Commanders Phelps and Smith arrived this noon.

Captain Phelps has made arrangements to have the *Eastport* go on the ways to-morrow. He will superintend the repairs himself, and hopes to have her finished in the course of three or four weeks.

Captain Smith will go down the river in the *W. H. Brown* to-morrow morning.

Major-General McClermand made application to-day through his officers for two guns with ammunition, etc., to be placed on the *Tigress* (in which boat he takes passage down the river), for the protection of himself and staff. They were furnished by Captain Sanford, with the understanding that they are to be returned here at the earliest practicable moment after performing the service for which they are to be used.

Please accept my apologies for having opened a letter which was apparently official, but which on closer examination I found to be private, and was returned to its enclosure unread.

I enclose you a copy of a telegram received this noon from Lieutenant-Commander Fitch, together with my answer.

I send this letter, with other communications, by the steamer *W. H. Brown*, which will leave to-morrow morning at daylight.

I have the honor to be, very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

P. S.—The *Brown* takes down two barges of coal. The *Pollard* left yesterday with two barges.

[Enclosure—Telegram.]

PADUCAH, KY., *December 26, 1862.*

If possible send a gunboat here immediately, even if she has but half a crew and only fitted out for three or four days.

The *Robb* and *St. Clair* are guarding Colonel Lowe; can not leave without sacrificing him. The *Brilliant* and *Pillow* are guarding Fort Heiman; if they leave the fort will be defenseless. If you can send a boat let me know by telegraph.

LEROY FITCH,
Lieutenant-Commander.

A. M. PENNOCK,
Fleet Captain and Commander of Station, Cairo, Ill.

Answer.

I can not possibly send you a gunboat now.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander LEROY FITCH.

Letter from Major-General Hurlbut, U. S. Army, to Lieutenant Bishop, U. S. Navy, regarding the hospital building at Memphis.

HEADQUARTERS, *December 27, 1862.*

Unless the necessities of the service require you to use the building now occupied as a city hospital, it is advisable that it should remain in its present use. The city has had it nearly two years and expended a good deal of money on it, and have no other place to remove their sick to.

Very truly, yours,

S. A. HURLBUT,
Major-General.

Lieutenant JOSHUA BISHOP, U. S. Navy.

Report of Fleet Captain Pennock, U. S. Navy, regarding request of Brigadier-General Tuttle, U. S. Army, for an interview.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., December 27, 1862—5 o'clock p. m.

SIR: I have the honor to inform you that I have just received dispatches (two) from Brigadier-General J. M. Tuttle, copies of which I enclose, requesting me to go to Columbus immediately to consult with him. I enclose a copy of my answer, and shall if possible leave to-night at 9 p. m. in the gunboat *Silver Lake*, Acting Master Riley, commanding (which boat arrived last night from Cincinnati), and shall return if possible to-morrow morning.

I received a letter to-day from Lieutenant-Commander O. C. Badger, and as Lieutenant Sanford was appointed by you to perform the duties of ordnance officer, I enclose it to you for your action,

It was not intended by Mr. Sanford to interfere at all with Mr. Badger, as he supposed he was at St. Louis.

I am sorry to say that the two bow ports of the steamboats *Glide* and *Silver Lake* will have to be altered; the others will answer.

Your letter of the 18th instant, relative to Mr. Faulkner's going to Memphis, was received to-day. I enclose a copy of my orders* to him.

The *W. H. Brown* left this morning and the *Red Rover* will leave to-night or to-morrow morning.

Pilot Charles Ross has been ordered to the *Red Rover*.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosures—Telegrams.]

COLUMBUS, December 27, 1862.

General Davies requests, if you have not already started, that you hurry down here immediately.

J. M. TUTTLE,
Brigadier-General.

A. M. PENNOCK,
Captain and Commandant.

CAIRO, ILL., December 27, 1862.

Can't leave before 9 p. m. Can not some one come to consult with me? Will leave at 9 if I don't hear.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Brigadier-General J. M. TUTTLE,
Commanding, Columbus, Ky.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Brigadier-General Gorman, U. S. Army, regarding inability to furnish gunboat cooperation.

DECEMBER 27, 1862.

DEAR SIR: I received your letter of December 24th to-day, and am truly sorry that it is out of my power at the present to comply with your request as to cooperation with the gunboats. All my available forces are at the present time fully employed, and I have already sent on service my last vessel. As soon as opportunity offers, I shall be happy to afford you whatever assistance I can.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Brigadier-General W. A. GORMAN,
Commanding Eastern District, Arkansas.

*Acting Chief Engineer William D. Faulkner, U. S. Navy, ordered to Memphis.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, regarding operations in the Yazoo River.

YAZOO RIVER, December 27, 1862.

GENERAL: I will do all I can for General Gorman. A gunboat (the *Conestoga*) goes off to-night with orders to stop any that may be coming down. If we take Vicksburg soon (of which I have no doubt), I will dispatch a strong force to be there by the 6th of next month. The loss of Gwin is a serious one, and his vessel is much cut up, but we gave the enemy enough to occupy them to-day, and drew off a large portion of their force. Their cavalry were engaged all the afternoon keeping the men at the guns, of which there are seven heavy ones mounted, most of them rifled, the rest, 64-pounders. We have taken up the torpedoes within half a mile of the fort, at which distance the *Benton* engaged. The other boats were unmanageable in the wind.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

General W. T. SHERMAN,

Commanding District of Memphis.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Conestoga, to cooperate in any army attack upon Little Rock, Ark.

YAZOO RIVER, December 27, 1862.

SIR: The steamer *Rocket* brought the dispatches; you will keep company with her going up. You can cooperate with the army if they make any move on Little Rock, Ark., and you are authorized to detain the light-draft boat *New Era*, but under no consideration stop any other boats, but send them down here. When the *General Bragg* comes down to Napoleon, send me the *New Era*.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander THOS. O. SELFIDGE, U. S. Navy,

Commanding Conestoga.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Conestoga, to patrol between Arkansas and White rivers.

YAZOO RIVER, December 27, 1862.

SIR: You will proceed to the mouth of the Arkansas River, and after notifying the inhabitants that if any boats are fired at, the town of Napoleon will be destroyed; you will then proceed to the mouth of White River and silence any batteries that have been erected there.

You will have to lay in wood at the first wood pile, as we have no coal. When you hear of any batteries, go and look after them, if it will not take too long or take you too far from White River and the Arkansas. Remain up until I order you down, and take a small supply of coal from the first coal barge, and as it comes faster, supply yourself fully. Carry out the general order relating to the rebels.

Move backward and forward between the White and Arkansas rivers as occasion may require. But Arkansas is the main point to look after. We will occupy it soon with troops.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander THOS. O. SELFRIDGE, U. S. Navy,
Commanding U. S. S. Conestoga.

Letter from Lieutenant Howell, commanding ram Lancaster, to Lieutenant Bishop, U. S. Navy, regarding coal.

STEAM RAM LANCASTER,
Memphis, December 28, 1862.

SIR: I find the steamer *Mill Boy* is not now in the Government service, and to hire her to tow a barge across the river will be more expense than I am at present able to incur. Will you send me word by the bearer how much coal you can spare from your barge and inform him of its location so that I can at once coal up? By so doing you will much oblige,

Yours, very respectfully,

P. F. HOWELL,

Lieutenant, Commanding Ram Lancaster.

[Lieutenant BISHOP],

Commanding Gunboat Bragg.

Order of Paymaster Boggs, U. S. Navy, to the captain of steamer Storm, regarding the towing of coal barges.

OFFICE OF PURCHASING PAYMASTER,
WESTERN FLOTILLA STATION,
Cairo, Ill., December 29, 1862.

You will proceed to Island No. 21, take charge of two barges of coal now in tow of the *Dan Pollard*, and then proceed and report to Admiral Porter at or near Vicksburg.

Yours, etc.,

W. BRENTON BOGGS,
Paymaster.

Captain DRINKWATER,
Steamer Storm.

Bring back a tow of empty barges.

Letter from Major-General McClernand, U. S. Army, to Lieutenant Bishop, U. S. Navy, regarding coal.

HEADQUARTERS MAJOR-GENERAL J. A. MCCLERNAND,
Memphis, Tenn., December 29, 1862.

The general commanding the Mississippi expedition directs me to request the favor of an order to be made on the officer in charge of the supply of coal on hand at this point for the use of the Navy, directing him to supply the steamer upon which the general will descend the Mississippi River with coal; the quantity thus to be furnished will be replaced by coal now on the way to this place.

Your obedient servant,

T. S. MATHER,
Chief of Artillery and Aid-de-camp.

[Lieutenant JOSHUA BISHOP, U. S. Navy.]

[Telegram.]

CINCINNATI, *December 29, 1862.*
 (Received Cairo, 31st.)

I have instructed General Boyle to send supplies from Louisville to General Rosecrans at Nashville by way of the Cumberland River if navigable for boats at this time, and to request you to afford the necessary convoy from the gunboats of your command; it is of utmost importance that the supplies shall go as indicated if possible, as the road from Louisville to Nashville has been seriously damaged by Morgan. General Boyle will also apply to Lieutenant Fitch at Evansville for assistance. Please render any aid you can, or instruct Lieutenant Fitch to do so if he is under your command.

H. G. WRIGHT.

Captain A. M. PENNOCK, *Cairo.*

Letter from special agent of the Treasury to Lieutenant Bishop, U. S. Navy, regarding the steamer Alhambra.

OFFICE TREASURY DEPARTMENT,
Memphis, December 30, 1862.

SIR: I have information regarding the steamer *Alhambra* which justifies our holding her under arrest until we can hear from Helena. Will you take charge of her and oblige,

Your obedient servant,

R. HOUGH,
Acting Special Agent.

Captain BISHOP,
Commanding General Bragg.

Report of Captain Walke, U. S. Navy, regarding time required for an ironclad to ascend the Mississippi River.

U. S. S. CARONDELET,
Off Yazoo River, December 30, 1862.

DEAR ADMIRAL: I hope I am not presuming too much by offering a statement of the time it requires for one of our ironclads to ascend

the Mississippi. As the *Pittsburg* is just ordered up to No. 10, I have referred to my log and find that, under the most favorable circumstances, I was five days going to Helena, a day and a half to Memphis, and three days and a half to Island No. 10, and a day to coal twice on the way, making in all eleven days on the way to Island No. 10 from this place.

The *Pittsburg* will require coal from several of our boats. She can not carry more than four days coal, and as the current of the river is so much stronger at a half-bank rise she will be at least twelve days getting to No. 10. And as the *Switzerland*, or any other of the rams, could run there in three and a half or four days, I respectfully propose to send one of them ahead, at least, especially if the enemy attempt to establish themselves at Island No. 10.

I am, sir, very respectfully, your obedient servant.

H. WALKER,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Commodore Hull, U. S. Navy, to Lieutenant-Commander Badger, U. S. Navy, to proceed to New Albany to ascertain the cause of alarm regarding U. S. S. Tuscumbia.

ST. LOUIS, MO., December 30, 1862.

SIR: Learning from the assistant inspector and contractor of the gunboat *Tuscumbia* at New Albany that apprehension is felt for her safety, you are hereby directed to proceed to New Albany, ascertain the cause of alarm, and, if you find it necessary, assume the command of the *Tuscumbia* and make arrangements to protect her or remove her down the river to a place of safety.

I have requested Commander Pennock at Cairo to send a guard of marines and some men with an officer for temporary duty to her. Should you find their services unnecessary inform Commander Pennock that he may not send them.

Very respectfully, your obedient servant,

J. B. HULL,
Commodore, Superintending.

Lieutenant-Commander O. C. BADGER, U. S. Navy,
St. Louis.

Order of Commodore Hull, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, to send a guard of marines for protection of the U. S. S. Tuscumbia.

ST. LOUIS, MO., December 30, 1862.

SIR: I have received information from the assistant inspector and contractor of the gunboat *Tuscumbia* at New Albany that considerable apprehension is felt for her safety, and expressing their opinion that a guard should be placed on board for her protection.

Under these circumstances I desire you, if you can possibly do so, to send a small guard of marines, with about 20 good men in

charge of a competent officer, to take the temporary command. Arrangements should be made to supply them with provisions from Cairo. Lieutenant-Commander Badger will be sent there shortly.

I am, very respectfully, your obedient servant,

J. B. HULL,

Commodore, Superintending.

Commander A. M. PENNOCK,

Fleet Captain, Cairo.

Report of Fleet Captain Pennock, U. S. Navy, advising application to the Army for a force to protect the U. S. S. Tuscumbia.

U. S. MISSISSIPPI SQUADRON,

Cairo, Ill., December 31, 1862.

SIR: I have received your communication of the 30th instant.

I regret to say that we have no marines to spare, all those we have being absolutely necessary to guard this station; nor have I a competent officer at my disposal to send to New Albany. I am so short of men that there are now three gunboats here requiring crews, and I have none to put on board.

Under these circumstances I would respectfully suggest that you make application to the army for force to protect the *Tuscumbia*.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Commodore J. B. HULL, U. S. Navy,

St. Louis, Mo.

[Telegram.]

HEADQUARTERS,

Louisville, December 31, 1862.

Boats with government stores will leave to-day. Will send guards on Green River boats. One hundred and fifty wagons in rear of General Rosecrans, loaded with provisions, destroyed by rebels, renders it all important to get provisions up the two rivers.

J. T. BOYLE,

Brigadier-General.

Lieutenant FITCH,

Commanding Gunboats.

[Telegram.]

CAIRO, ILL., *December 31, 1862.*

Have telegraphed to Lieutenant-Commander Fitch to give you such aid as may be in his power and to inform you if Cumberland is navigable, which I much doubt. He is either at Paducah or Madison.

A. M. PENNOCK,

Fleet Captain.

General H. G. WRIGHT,

Cincinnati, Ohio.

[Telegram.]

CAIRO, ILL., *December 31, 1862.*

General Wright has telegraphed to me that he has instructed General Boyle to send supplies to General Rosecrans at Nashville by way of Cumberland River if navigable, and requests me to furnish convoy.

Please render him such aid as is in your power. Telegraph to Generals Boyle and Wright and myself if Cumberland is navigable and what assistance you can give him.

A. M. PENNOCK,
Fleet Captain.

Lieutenant-Commander LE ROY FITCH,
Commanding Gunboat Fairplay, Paducah, Ky.

It is of utmost importance that these supplies go as indicated, as road between Louisville and Nashville has been seriously damaged. General Wright is at Cincinnati, General Boyle at Louisville.

Letter from Captain Walke, U. S. Navy, to Major Lawrence, U. S. Army, commanding ram Switzerland, regarding place of anchorage.

U. S. S. CARONDELET,
Off Yazoo River, December 31, 1862.

DEAR MAJOR: Acting Rear-Admiral Porter wishes you to anchor in the mouth of the Yazoo or Old River, where the *Pittsburg* is now lying, after dark this evening. I will leave the tug down here to carry any communications you may desire to have with the admiral. We expect to be down here again to-morrow or next day. If any steamers should arrive in the meantime with coal, provisions, ammunition, or reinforcements, the admiral wishes you to send them up to the mouth of the Yazoo or Old River and report their arrival.

Very respectfully, your obedient servant,

H. WATKES,
Captain, U. S. Navy.

Major LAWRENCE, U. S. Army,
Commanding Ram Switzerland.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Conestoga, referring to the burning of plantation near Laconia, where steamer South-Western was attacked.

U. S. S. CONESTOGA,
Off Napoleon, Ark., December 31, 1862.

SIR: I have the honor to report that I arrived at this point yesterday forenoon and convoyed the steamer *Rocket* as far as Laconia.

On my way up fell in with a coal barge, containing some 7,000 bushels of coal, adrift on the river. Also passed another, containing a large amount of coal, scuttled and aground some 10 miles below this point. I shall have all steamers coal as far as possible from here, and will save in this way the greater portion.

There is a mystery attached to the loss of these barges that I have not yet cleared up. I am inclined to believe that they were for the use of the army and the steamer captured or destroyed. A story to this effect I have learned, though the source is not reliable. I burned down the plantation this morning where the steamer *South-Western* was fired upon some 10 miles above Laconia.

I regret to state that we discovered to-day a serious defect in our boilers. I enclose the report of the engineers. We can get along with care for the present, and when you can spare the vessel the boilers can be repaired at Memphis in three days.

I respectfully solicit the appointment of acting master for my executive officer, Acting Ensign Swaney. He is a competent officer, has been in the flotilla during the war. Though entitled to an acting master, we have no officer of that rank. I would ask you to appoint a first-class fireman, Andrew Lusk, to a third assistant engineer, as he is now doing that duty, and we are short [of] our complement. He is highly recommended.

I shall keep a sharp lookout and endeavor to carry out your wishes fully.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding *Mississippi Squadron*.

Abstract log of the U. S. S. Benton, April 11—December 31, 1862.

April 11, 1862.—At 4 p. m. got underway and started down the river for New Madrid. At 6 anchored opposite New Madrid.

April 12.—Off Island [No.] 18. Called all hands to spar deck and Captain Phelps read the following order.*

April 13.—From 8 a. m. to 12 meridian: Clear and pleasant, with light southerly winds. All hands to quarters. Rebel steamers retreating down river; fired several shot at them, all of which fell short. Rebels fired 4 shot at us; 1 shell burst over our bow and broken cts. [sic] proved to be marbles, doing no damage. At 10:45 passed Osceola, Ark., and shortly after came in sight of Fort Pillow. At 11 a. m. headed round upstream for a short distance. Flag gunboat *Benton*, together with gunboats *Mound City*, *Cincinnati*, and *Carondelet*, rounded to and started down the river on a reconnoissance. From 12 to 4 p. m.: Clear and warm; made fast in bank on the Tennessee shore at 12:30. At 3 o'clock Major-General Pope, Assistant Secretary of War Scott, Colonels Buford and Palmer came on board; 8 to 12 midnight, camp fires of the rebels seen on the bluffs at Fort Pillow.

April 14.—From 12 to 4 p. m.: Mortars commenced shelling rebel batteries.

April 17.—From 12 meridian to 8 p. m.: Rebels fired several shots at mortar boats; mortar boats continuing firing shell into enemy's

* See General Order No. 7, N. W. R., vol. 22, p. 728.

works, enemy replying. From 8 to 12: Mortar boat fired 9 shell at intervals of about five minutes. The rebels replied with 5 shots from a gun of evidently very large caliber. At 10:30 saw the light as of a large fire in the direction of Fort Pillow.

April 18.—At 10 a. m. the rebels fired 6 shots from the fort; all fell short. Mortar boats replied, throwing shell at intervals into the rebel fortifications. Continued to throw shell at Fort Pillow throughout the day.

April 19.—Mortars fired 2 shots at 5 a. m.

April 21.—Occasional firing from the enemy's batteries.

April 22.—At 10:15 a. m. our second cutter's crew was mustered on the gun deck, and, in the presence of Flag-Officer Foote, the following letter was read by Lieutenant Bishop. (Abstract of a complimentary letter to Captain Walke, of the *Carondelet*, for running the blockade at Island No. 10 the night of April 4, 1862.)

NAVY DEPARTMENT, *April 12, 1862.*

I would also in this connection render the acknowledgments which are justly due the officers and crews of the several boats who, in conjunction with a detachment of the Forty-second Illinois Regiment, under Colonel Roberts, captured the first rebel batteries and spiked the guns on Island No. 10 on the night of the 1st instant. Such service is duly appreciated by the Department, which extends its thanks to all who participated in the achievement.

I am, respectfully, your obedient servant,

GIDEON WELLES.

To Flag-Officer A. H. FOOTE,
Commanding Gunboat Flotilla, Cairo, Ill.

From 12 to 4 p. m.: Mortar boats fired several shell, which were replied to by the rebels. The smoke of rebel steamers visible moving up and down the river below Fort Pillow.

April 23.—From 12 to 4 p. m.: Mortar boats continue to throw shell at intervals. From 4 to 6 p. m.: Captain Phelps went on a reconnoissance in the dingey. From 6 to 12 midnight: The rebels fired several shell at the mortar boats; the mortar fleet opened on the enemy's works.

April 24.—Mortar boats firing throughout the day at intervals and the enemy returning their fire.

April 25 to April 28.—Mortars firing on Fort Pillow. Rebels returned the fire occasionally.

April 30.—From 4 to 8 a. m.: The enemy occasionally firing shell from their gunboats. From 8 to 12 meridian: The rebels fired 8 shell; all exploded in the timber; one mortar continues to fire occasionally. From 12 to 4 p. m.: Mortar boat fired several shell; fire returned by the rebels. From 4 to 6 p. m.: Lieutenant Bishop and Pilot Bixby made a reconnoissance in the dingey.

May 1.—Mortar boats occasionally firing on the enemy. From 4 to 6 p. m.: Mr. Birch and Mr. Bixby went down the river in the dingey with an armed crew of 4 men on a reconnoissance.

May 2.—At 1 a. m. heard a gun fired from the rebel fort. From 4 a. m. to 12 midnight: Mortars continue to annoy the enemy.

May 3.—From 8 to 12 meridian: Heard the report of 2 guns at Fort Pillow. Mortars continue to fire occasionally on the enemy. From 8 to 12 midnight: Heard musketry in the direction of Fulton, Tenn.

May 4.—Our mortars firing occasionally. At 11:30 heard the report of great guns in the direction of Fulton, Tenn.

May 5.—From 12 to 4 p. m., pilot and one master went on a reconnoissance down the river.

May 6, 7.—Mortar fleet firing occasionally on the enemy.

May 8.—At daylight discovered the rebel fleet making an attempt to capture our mortar boats. The ships of the fleet went to quarters, and after firing several shots at the enemy they retired under the guns of Fort Pillow.

May 9.—Flag-Officer A. H. Foote took leave of the officers and men. At 4 p. m. Flag-Officer Foote went on board the transport *De Soto*. As the *De Soto* was leaving the U. S. gunboat *Benton* the officers and men gave three cheers for Flag-Officer Foote.

May 10.—At 7:25 a. m. 8 rebel gunboats came in sight, moving up the right bank of the river. Beat to quarters, cast off the lines, and moved out into the stream. At 7:40 rebel gunboat ran into the *Cincinnati* and commenced the engagement. At 7:45 commenced firing with the bow guns. At 8 a. m. a general engagement between Federal and rebel gunboats; 8:30 a. m. three of the rebel gunboats dropped down the river in a sinking condition. We still kept firing until all the rebel steamers returned behind the point. We then started upstream to the assistance of the *Cincinnati*. Removed her quarter deck and detailed a watch to work on her. From 4 to 6 p. m.: Nothing in sight. The crew of the *Cincinnati* attended to. Our mortars continue to fire at the rebel camp.

May 11.—At 4:30 a. m. saw the smoke of a rebel steamer. From 6 to 8 p. m.: The rebels fired 2 shots from the fort.

May 12.—At 6:30 a. m. the mortar fleet commenced firing on the enemy. At 9:30 a. m. saw a rebel steamer down in the bend of the river. Sent a boat out to reconnoiter. Rebel steamer returned to Fort Pillow. From 6 to 8 p. m.: River falling. From 8 to 12 midnight: The rebel Fort Pillow firing from two to three shot every half hour, all falling short.

May 13.—From 12 to 4 a. m. the rebels fired shell at intervals of fifteen or twenty minutes during the entire watch. 4 to 8 a. m. rebels fired one shot. 8 to 12 meridian: The gunboat *Louisville* arrived from Hickman, Ky. At 11 received a flag of truce from the enemy. Occasional shots from the rebel batteries. At 1:30 p. m. a rebel transport came in sight with a flag of truce. Captain Phelps went to it and brought up one of our prisoners. At 2:30 flag of truce returned. Shortly afterwards a rebel gunboat started up the river. Called to quarters and got ready for action. The rebel boat lay to awhile and then steamed down the river. At 10:30 p. m. one of the enemy's gunboats hove in sight. Immediately the crew called to quarters and the ship got ready for action.

May 14.—At daylight discovered a rebel steamer lying to the bank on the Tennessee shore. As she rounded out and came a short distance up the river, we fired two shells at her from our stern guns, when she disappeared behind Craighead Point. At 3 p. m. one of the rebel gunboats hove in sight and returned down the river after a short reconnoissance.

May 16.—From 4 to 6 p. m.: Got underway and anchored in the stream. A rebel gunboat came around Craighead Point. Fired one shot from our stern rifle, and she returned.

May 17.—At 10 a. m. a rebel gunboat hove in sight. Fired one shell at her, and she retreated down the river.

May 21.—From 12 to 4 p. m.: Two mortar boats dropped down the river and opened fire, the enemy retreating.

May 23.—Occasional firing of musketry from Craighead Point.

May 25.—At 10 a. m. one of the enemy's gunboats appeared in sight off Craney Head Point [Craighead Point]. After a short reconnoissance returned. At 10:10 a. m. the first lieutenant went down with a flag of truce, conveying several prisoners for exchange. At 3 p. m. Lieutenant Bishop returned from delivering the prisoners to the enemy's transport under flag of truce.

May 26.—At daylight saw two smokes from the rebel gunboats. From 4 to 6 p. m.: Can see smoke of a rebel gunboat coming up the river; rebels firing shell, all falling short.

May 27.—From 4 to 8 a. m. a rebel transport came up to reconnoiter. From 4 to 6 p. m. our mortar fleet continued firing on the enemy with occasional reply.

May 28.—At 10 a. m. began firing at the enemy. The enemy replied occasionally. From 12 to 4 p. m. mortars firing occasionally, the rebels replying.

May 30.—From 8 to 12 meridian: Mortars commenced firing. 12 to 4 p. m.: Mortars firing every ten minutes; rebels fired occasionally. 4 to 6 p. m.: Mortars left their positions and steamed up the river.

May 31.—From 4 to 8 a. m. four mortars and two gunboats *Cairo* and *Mound City* dropped down the river. Mortars commenced firing, the enemy returning two shots. 8 to 12 a. m.: Mortars firing, rebels returning the fire.

June 1.—From 8 to 12 meridian: Our mortars continued firing until evening, responding by the enemy occasionally; gunboats *Louisville* and *Pittsburg* acting as guard. From 6 to 8 p. m. mortar boats and gunboats *Louisville* and *Pittsburg* returned from their position down the river.

June 2.—Mortars firing occasionally, enemy replying. From 6 to 8 p. m. one shot fired from old fort. 8 to 12 midnight three different fires distinguished from the enemy's works.

June 3.—From 12 to 4 a. m. saw the light of a large fire in the direction of the enemy's works. 4 to 8: The enemy fired several shell; mortars firing also. 8 to 12 meridian, mortars are still firing, which are partly answered by the rebels. 12 to 4 p. m., the mortar fleet continue the fire on the enemy, they replying occasionally. At 6:30 the rebel boats came in sight down the river, and immediately we brought to on the chain. The rebels made a short reconnoissance, when we veered out again on the chain.

June 4.—From 4 a. m. to 6 p. m.: Mortars firing, the enemy replying occasionally, with no effect. Saw large fires in the direction of Fort Pillow. From 6 to 8 p. m.: Large fires at the fort. Captain Phelps went down in the tug to reconnoiter. Reported everything on fire in the fort.

June 5.—At 4 a. m. got ship underway and passed down the river to Fort Pillow. At 6:30 a. m. brought to under the fort. 8 to 12 meridian: Still lying off Fort Pillow. Our transports and mortar boats dropped down the river. At 12 m. rounded to and steamed down the river. At 3:30 p. m. came in sight of rebel transports

coming up the river; called all hands to quarters and fired 8 shots at her, when she turned down the river. Lieutenant Bishop went down the river with a gun's crew of 16 men and a 12-pounder howitzer, put aboard the tugboat *Spitfire*, in pursuit of the transport. From 4 to 6 p. m. sent a pilot and crew on board the prize steamer *Sovereign*. From 8 to 12 midnight: Saw the fire of a rebel tugboat. At 11 heard a steamer escaping in the vicinity of Memphis.

June 6.—Weighed anchor. At 4:30 a. m. called to quarters. At 5 rebel boats opened fire upon us. At 5:20 returned the fire, rounded to, and steamed down the river, engaging 7 of the rebel boats. Pursued them 8 miles, captured 3 of their gunboats, besides the tug *Little Rebel*, and sank 3 others. Only 1 boat escaped. Fired 66 shots; displayed signals and started up toward Memphis. Rebel gunboat *Jeff. Thompson* blew up at 7:30 a. m. At 9 a. m. anchored ship in front of Memphis. Tugs and other boats attached to the ship occupied in saving property from the enemy. At 10 a. m. Captain Phelps left the ship. At 8:30 p. m. the gunboat *Lexington* arrived from Cairo and joined the fleet.

June 29.—At 4:30 a. m. weighed anchor, cast off from coal barge, and started down the river. At 6 a. m. hove in sight of the U. S. gunboats *Mound City* and *St. Louis*. Sent a tug to Lieutenant Commanding McGunnegle to come on board the flagship. At about 6:30 passed the *St. Louis* and *Mound City* underway, going up the river. Rounded to for Captain McGunnegle. At 6:45 rounded to again and started down the river. From 12 to 4 p. m. laid by to the bank opposite Commerce. From 4 to 6 steaming down the river, with a light south wind. At 9 p. m. came up with the gunboats *Cincinnati*, *Louisville*, and *Carondelet* and mortars and transports. Hailed them to get underway and follow the flagship.

June 30.—Passed the mouth of White River at 2 bells, the Arkansas at 7 bells. At 9:30 a. m. the ram *Lancaster*, from Vicksburg, with dispatches from Flag-Officer Farragut to Flag-Officer Davis; rounded to and communicated at 10:30 and sent dispatches to Memphis. Rounded to and proceeded down the river.

July 1.—At 8 a. m. came in sight of the flagship *Hartford*. At 8:15 hauled down the blue and broad pennant and raised the red. At 8:30 headed upstream. Flag-Officer Davis went on board the U. S. steam sloop *Hartford*, bearing the broad pennant of Flag-Officer D. G. Farragut.

July 2.—At 2 p. m. the mortar boats dropped down, took their position, and commenced throwing shell at the enemy in the vicinity of Vicksburg. At 10 p. m. mortars ceased firing.

July 3.—Mortars from the two fleets opened fire upon the enemy. Ram *Queen of the West* arrived from Cairo with the mail.

July 5.—From 8 to 12 midnight: Porter's mortar fleet opened fire upon the enemy.

July 6.—From 4 to 6 p. m.: Porter's mortar fleet opened fire; enemy replied twice. From 8 to 12 midnight: Sent the tug *Spitfire* to tow a raft in to the shore, which she failed to do, and it floated down the river.

July 8.—From 8 a. m. to 12 meridian enemy fired a few shot.

July 14.—From 8 p. m. to 12 midnight: Mr. Martin, of the *A. O. Tyler*, came aboard for the sharpshooters for the trip up the Yazoo.

July 15.—From 4 to 8 a. m.: The gunboat *Carondelet* followed the *Tyler* up the river. At 6:20 heavy firing heard in the direction of the Yazoo River. At 6:30 the gunboats evidently coming down. Piped all hands to raise anchor, went to quarters. At 6:45 gunboat *Tyler* coming around Yazoo Point, firing her stern guns. At 6:50 rebel ram *Arkansas* appeared, showing no colors; passed through the fleet at 7 o'clock, receiving the fire of the gunboats. The *Benton* pursued her within range of the upper rebel battery and engaged it for fifteen minutes and then withdrew behind the point; were struck five times. One shot went through the shell room, wounding 2 men. Signaled the gunboats to come down. At 8 o'clock mortars opened fire. From 8 to 12 meridian: Continued to drop down the river. Kept firing on the rebel gunboat *Arkansas*, her shot carrying away one of our awning stanchions. Laid off the point above Vicksburg. At 12 o'clock headed up river out sight of the battery. At 12:30 dropped astern till we came in sight of the rebel batteries, when the rebels opened on us; one shot, striking us on the port quarter, came through the casemate (covered with quarter-inch boiler iron) and killed William Lewis, fireman. Another shot struck and swamped the cutter towing astern. A third shot struck the launch, also towing astern. Steamed upstream and came to the former anchorage at about 1:30. From 4 to 6 p. m. mortars fired occasionally. From 6 to 8: Slipped the chain, dropped down the river, the gunboats *Louisville* and *Cincinnati* following. Engaged the upper river batteries; received several shots from the enemy. Flag-Officer Farragut and the ram *Sumter* passed down by the batteries of the enemy; continued to pour in a heavy fire on the enemy. At 8:15 ceased firing and steamed up to our former anchorage.

July 17.—From 8 a. m. to 6 p. m.: The mortars firing at the enemy's works. The rebels fired one or two shells. At 3:30 p. m. one shot fired from Farragut's fleet.

July 18.—From 8 to 12 meridian: Farragut's fleet fired 3 shots. Our mortars opened fire in the evening; the enemy did not reply.

July 19.—From 12 to 4 p. m.: The *Essex* dropped down near the point and fired a few shot in the direction of the upper rebel batteries; the enemy responded, their shots falling short. From 4 to 6 p. m.: Our mortars fired occasionally; the enemy responded.

July 20.—At 3:30 a. m. saw the smoke of a rebel boat in the vicinity of Vicksburg. At 8 o'clock our mortars opened fire on the enemy and continued firing until 9 o'clock. From 8 to 12 meridian: Our mortars fired on the enemy, to which they responded. Slipped chain and got underway at 3:40 p. m. At 4 o'clock in sight of the rebel batteries. At 4:30 p. m. action commenced by rebels opening fire on us, which we returned vigorously until 5:10, when we ceased firing and steamed up to our former anchorage. Received no shots during the engagement.

July 23.—At 3:15 a. m., the enemy opened fire and lasted for ten minutes; supposed it to be the lower battery of the rebels. At 9:50 rebel ram made her appearance around the point. Beat to quarters and fired a shot over her from No. 10 gun. Stationed 12 refugees at No. 9 gun. From 12 to 4 mortars continued to fire, and from 6 to 8 fired briskly.

July 25.—At 5:30 p. m. got underway and steamed up the river:

July 28.—From 6 to 8 a. m.: Came to anchor opposite Lake Providence.

July 31.—At 9 p. m. cast off the *General Bragg* and ram *Switzerland* and came to anchor off the town of Helena, Ark., the gunboats *Cincinnati* and *Louisville* and the transport fleet anchored ahead of the flagship.

August 6.—At 3:30 a. m. got underway and passed down the river with the fleet.

August 7.—At 2:30 a. m. arrived at White River, where we found the *Louisville*. Steaming up the river, dispatched the tug *Sampson* to *Louisville*, and finding it impossible to get up the river, she had to return again. Steaming up the river slowly.

August 8.—At 5 a. m. came to anchor off Helena, Ark.

August 16.—At 4:30 a. m. proceeded down the river in company with the gunboat *Mound City*, rams *Monarch* and *Switzerland*, and steamer *Champion*, with two coal barges in tow. Keeping in advance of the transports. From 12 to 4 p. m.: Rounded to near the mouth of White River to question some people seen standing upon the bank. From 8 to 12 midnight: Came to anchor opposite Jersey Point, [Ark.], at 8:45.

August 18.—At 1:40 a. m. saw light ahead. At 2:20 discovered rebel transport *Fairplay*, commanded by Captain Jim White, formerly of the *General Quitman*, lying in at the Louisiana shore. Rounded to and went alongside; found her to be loaded with munitions of war—muskets and howitzer ammunition—bound to Greenville. Took one prisoner, the supercargo, a quartermaster in the rebel Army. At 3:30 the *A. McDowell* and *Rocket* landed forces under Colonel Woods. From 12 to 4 p. m.: The rams and *General Bragg* returned from a reconnoissance toward Vicksburg.

August 19.—At 5:30 a. m. got underway and started down to the Cut-off Canal about 5 miles below the mouth of the Yazoo River. At 12:15 p. m. proceeded up the river, followed by the *Mound City* and rams *Monarch* and *Lioness* and *Sampson*. At 4:30 rounded Blake's Point and saw rebels skedaddle up the hill. Went to quarters and fired two shots into the woods; landed and captured six guns, besides small arms and large quantities of ordnance stores. From 6 to 8 p. m. sent a party ashore under charge of the gunner to blow up the guns, but failed in the attempt. From 8 to 12 midnight: Sent gunner with three men in the dingey to replace the train to those guns. Owing to rebel pickets being there, they did not land and returned.

August 20.—At 4 a. m. the party under charge of the gunner went ashore and blew up the six captured guns. At 4:25 got underway and started up the Yazoo River. From 8 to 12 meridian: Passed the mouth of the Little Sunflower. Dispatched the ram *Lioness* up that river, but she returned, not being able to get up. At 1:15 p. m. started down river again, men at their quarters, guns cast loose. From 6 to 8 p. m.: When coming to anchor off Haynes' Bluff, three shots were fired from the woods, wounding our executive officer, Mr. Bates, quite severely. Went to quarters and discharged two stand of canister into the woods. From 8 to 12 midnight anchored, with a kedgie astern, off Blake's Point.

August 21.—At 3:30 a. m. got underway and proceeded down the river. Reached the Mississippi at 7 o'clock, signaled the fleet to get underway, and moved slowly up the river.

August 23.—At 7:45 a. m. called all hands to quarters, shotted the 32-pounders and loaded with grape; then 3 miles below Greenville. Halted off Greenville, Miss. At 8:15 Colonel Woods' forces disembarked and proceeded back into the country; went to quarters and fired four shots into a clump of trees, where several rebel cavalry had taken refuge. Moved up the river about 1 mile. Sent a stand of grape and 42-pounder shell in direction of the enemy. At 5:30 arrived at Columbia. Steamer *McDowell* landed one company of troops. Picked up a skiff with a white man in it. At 10:20 p. m. came to anchor off Gastors [Gascon] Landing.

August 24.—At 7:45 a. m. anchored off Eunice Landing. Troops disembarked at the landing. At 10 p. m. brought ship to anchor 3 miles below Cypress Bend.

August 25.—From 12 to 4 a. m. lying at anchor off Catfish Point. At 4:45 got underway and steamed up river. At 7 sent a boat ashore, which destroyed seven skiffs and one batteau. At 11:40 came to at Bolivar Landing. At 11:45 General Woods landing troops; opened fire upon the enemy. We opened fire with our bow and starboard guns in protecting the landing of the troops. From 12 to 4 p. m.: General Woods' force disembarked and soon engaged a rebel force. Went to quarters at 12:10 p. m., fired a number of shots in direction of rebel force.

August 27.—At 3:45 a. m. anchored opposite Helena.

August 29.—At 5 p. m. the hospital boat *Red Rover* was seen to be on fire. Sent away all the boats and assisted in putting it out.

September 20.—Off Helena, Lieutenant-Commander William Gwin, U. S. Navy, in command.

December 21.—Transports laden with troops and camp equipage came down from above. At 11 a. m. got underway for Vicksburg (from Helena).

December 23.—At 12:15 a. m. dropped anchor 8 miles above the mouth of the Yazoo River, near the mouth of the Pan Pan Chute [Paw Paw Island]. At 2 bells came to anchor at mouth of Yazoo River. From 12 to 4 p. m.: Got underway for the Yazoo River with the U. S. gunboats *Tyler*, *Lexington*, *Juliet*, and *Romeo* and the ram *Queen of the West*. At 2 p. m. met the gunboats *Signal*, *Baron De Kalb* and ram *Lioness* coming down the river. Sent a message for the captains of the boats and had the boats return with us. At 3:30 let go our kedge anchor and called away, manned and armed boats to drag for torpedoes.

December 24.—At 6:40 a. m. got underway. At 7 o'clock were fired into by the enemy on the shore and shot one of our seamen, George Collender, who was stationed at the foremast-head as a lookout. Returned the firing with Nos. 4, 5, and 11 guns, also by our sharpshooters on deck and boat howitzer. From 8 to 12 m.: Continued to shell the woods as we advanced up the river. At 11 sent Master's Mate E. C. Brennen in charge of the first cutter to go ahead and drag for torpedoes under the protection of the U. S. steamers *Tyler*, *Juliet*, and ram *Queen of the West*. Returned at 12 and reported that he found lines across the river, which he supposed to lead to a torpedo,

but was forced to retire from the fire of the enemy in the rifle pits on shore. At 12:40 sent Master's Mate E. C. Brennen in charge of barge to get up torpedoes. At 2:20 returned, unsuccessful. Guerrillas occasionally firing at us from thickets; fire returned. At 9:30 p. m. went down the river a short distance.

December 25.—At daylight proceeded cautiously up the river. Fired a few shots into the woods. At 6:35 p. m. anchored about half a mile below Chickasaw Bayou.

December 26.—At 12:15 a. m. sent dingey with five men ahead as a lookout. At 10 a. m. the *Black Hawk*, bearing the broad pennant of Rear-Admiral D. D. Porter, hove in sight and made a landing a short distance above Johnson's Landing. The *Baron De Kalb* also came up from the Mississippi. A number of transports containing troops came up the river and landed above and below Johnson's Landing. At 3 p. m. proceeded up the river $1\frac{1}{2}$ miles and opened fire on the enemy in force 3 miles back.

December 27.—Up Yazoo River. From 8 to 12 m.: Sent first and second cutters with an officer in each to drag for torpedoes. Proceeded about 3 miles farther up than we were before. Two transports with troops came up from Johnson's Landing and landed their troops. From 12 to 4 p. m.: Engagement commenced at 3:35 p. m. Engagement closed at 5:10 p. m. Were struck 24 times. One man killed and 11 wounded, viz: Lieutenant-Commander William Gwin, seriously wounded; First Master George P. Lord, slightly wounded; Gunner N. P. Willets, slightly wounded; First Master of *Marmora*, Rhus, slightly wounded; Thomas Smith, mortally wounded; Alex. Campbell, seriously wounded; Alex. Lynch, slightly wounded; James Killien, slightly wounded; Stephen Moss, slightly wounded; William Moore (boatswain's mate) slightly wounded; Moses Farnsworth, slightly wounded; Robert Royal (master-at-arms), killed. Proceeding down river to flagship. At 5 bells came to anchor off Johnson's Landing. Admiral Porter came on board at 6 bells.

December 28.—From 4 to 8 a. m.: Report of heavy infantry engagement in the direction of Vicksburg. From 8 to 12 m.: Flagship came alongside and took Captain Gwin and the following-named sick and wounded on board: George C. Collender, wounded; James Doran, Edwin Baldwin, Arthur Lyttle, T. J. Gibbons, William Simms, William Wilcox, John McCoy, James Everett, Henry Williams, James Dixon, Edwin Faithful, M. H. Mahony, Hiram Smalley, sick; Stephen Moss, Alexander Campbell, Alexander Lynch, Thomas Smith, James Killien, wounded. From 12 to 4 p. m.: Robert Royal, late master-at-arms, buried.

December 31.—At 7 bells Captain Breese, Ensign Gove, and 20 men from the flagship came on board.

Abstract log of the mortar division of the Western Flotilla, April 12 to November 10, 1862.

April 12.—The fleet left New Madrid and anchored at Hale's Point at 7 p. m.

April 13.—The fleet left Hale's Point this forenoon and arrived at Plum Point at 12.30 a. m.

April 14.—Mortar boats 28, 30, 36, 12, 35, 38, and 27 were towed into position and were brought into action. No. 28 threw 5; No. 30,

9; No. 36, 12; No. 12, 14; No. 35, 9; No. 38, 17; and No. 27, 14 shell. The woods being thick at the point where the mortars lay, the effect of the firing could not be with certainty ascertained. The tug *Erebus* was accidentally burned to-day.

April 15.—The crews of the mortar boats Nos. 11, 12, 23, 27, 36, and 38 were permanently removed from the *Judge Torrence* on board their respective boats. They were furnished with muskets for the purpose of keeping guard on the mortar boats. Mortar boat 12 fired 48 shell. The enemy opened fire during the afternoon and discharged about 100, which burst and fell all about boat 12, but, fortunately, doing no damage. Mortar boat 12 received 100 shell and 7 kegs of powder.

April 16.—No firing on either side to-day. A deserter from the rebel gunboat *General Polk* came on board No. 12 and was sent to the flagship *Benton*. The crews of the mortar boats are well and in good discipline.

April 17.—By order of Captain Maynadier, mortars 12, 35, 36, and 27 were ordered into action under their respective commanders, and fired during the afternoon—No. 12, 13; No. 35, 16; No. 36, 10; and 27, 8 shell. Second Master Johnson was ordered to, and did, fire in quick succession, 5 shell from mortar boat 12, at 8 p. m., and 5 more at 10 p. m., changing range and direction at discretion.

April 18.—All the mortar boats except 12 and 35 moved up the river half a mile. Omission. On the 17th fired from the mortar boats 38 and 27, respectively, 11 and 6 shell.

April 19.—No firing to-day.

April 20.—In the report of the 19th omitted to state that on the night of the 18th, Second Master G. B. Simonds fired from mortar boat 35, 3 shell at 9.30, and 3 at 11 p. m., and 3 at 4.30 a. m. of the 19th. No firing from either side to-day.

April 21.—Mortar boat 35 fired 12 shells.

April 22.—With crew of 22, fired 29 shell from mortar boat 35. The enemy fired a few shell, not any taking effect. This morning Captain Maynadier and Captain Pike went on a reconnoissance in a skiff with a view to discovering a passage into the lake on the Arkansas side of the river and to see if a mortar could be moved there and take up a more advantageous position. After penetrating the bayou $1\frac{1}{2}$ miles, the sunken timber proved so serious an impediment to navigation of any craft drawing 3 feet and upwards of water that the enterprise was abandoned; the party returned to the *Judge Torrence* about noon.

April 23.—Mortar boat 12 fired 34 shell.

April 24.—Mortar boat 12 fired 5 shell without eliciting a reply from the enemy. Mortar boats 12 and 35 fired, respectively, 20 and 15 shell. The enemy fired frequently during the day without doing any damage.

April 25.—Mortar boat 35 was on duty night of 24th and fired 12 shell. Mortar boat 19 fired 10 shell. Two shot were fired from the enemy during the night of the 24th and 4 to-day, all without effect.

April 26.—About midnight of the 25th, mortar boat 12 fired 25 shell.

April 27.—Last night mortar 12 fired 5 shell at 8 p. m. and 5 at 10, and 5 at 3 a. m. To-day mortar boat 12 fired 24 shell.

April 28.—Mortar boat 12 fired 15 shell during the night and 31 shell during this day. Second Master Glassford reports having seen a number of men collected together a quarter of a mile below his boat, at the little hamlet immediately above the point, making signals, which proved to be of a peaceful nature. With great difficulty succeeded in bringing off the men, 9 in number. They proved to be "secesh." Sent them on board of the *Judge Torrence*.

April 29.—In consequence of information received from the deserters brought off yesterday, moved the mortar boats to a safer place. Mortar boat No. 12 broke from the towline and got adrift. It was secured and run aground, tied to a tree, and left for the night. Being located within easy range of the enemy and unprotected, the powder was destroyed before the boat was abandoned. This morning the shell and all material on board were removed and the boat moved to a safe place. Mortar boat 35 fired 21 shell.

April 30.—Mortar boat 35 fired 21 shell, the enemy fired 5 shot, all of which fell short.

May 1.—Mortar boat 35 fired 21 shell; no response from the enemy.

May 2.—In the forenoon Captain H. E. Maynadier made a reconnaissance down the river in the tug *Intrepid* and was fired upon four times by the enemy, but without effect. Mortar boat fired 27 shell.

May 3.—Mortar boat 35 fired 23 shell.

May 4.—Fired 11 shell from No. 35; no response from the enemy.

May 5.—Mortar boat 25 fired 21 shell. The enemy fired several shot to-day, all of which fell short.

May 6.—Mortar boat 35 fired 21 shell; no response from the enemy.

May 7.—Mortar boat 16 fired 21 shell.

May 8.—To-day Second Master Simonds volunteered to take the duty of Second Master Glassford. He received orders to fire rapidly during the morning, which duty he performed admirably, throwing 60 shell. In the afternoon orders were given to fire slowly, at the rate of not more than 3 shells per hour; 12 shell were thus thrown. The boat in service was 16, with crew of 27.

May 9.—At 3 p. m. a flag of truce from the rebels came up; our firing ceased and was not resumed during the day. The object of the flag of truce was said to be the rendition of two prisoners.

May 10.—Mortar boat 16 was on duty and commenced firing at 6 a. m. Before many shell had been fired Second Master Gregory discovered several rebel gunboats, rams, etc., rounding the point in line-of-battle order. He, with commendable promptitude, ranged his mortars so as to bear upon the enemy, and was fortunate in bursting several shell in close proximity to the boats. He continued to throw shell as rapidly as possible as long as the engagement lasted, which was about an hour. Two solid shot, supposed to be 32-pounders, struck the mortar boat, passing through both sides and turning up the iron as if it was paper; not any of the boat's crew were hurt. Fifty-seven shell were thrown by No. 16 during the day. At noon Second Masters Simonds and Wheelock, with a detail of picked men, made a very satisfactory reconnaissance on the Arkansas side of the river. With three skiffs they proceeded through the backwater as far as the skiffs could go. Then they went on foot, leaving sentinels at a proper distance, to a point some 2 miles below the rebel fortifications, taking a calm and leisurely view of the different batteries,

gunboats, rams, etc., being within 200 feet of their largest gunboat. The expedition reported that the number of gunboats visible was six, with four transports. Four of their gunboats were lying on the Arkansas and two on the Tennessee shore. The number of batteries visible was four, one of which was a water battery; all mounted heavy guns. Having approached too near the rebel pickets, the party deemed it best to retire, which they did without meeting any accident, and returned to the *Torrence* at dark.

May 11.—Mortar boat 28 fired 20 shell. There was no response from the enemy until we had ceased firing, when they fired two shot, but without effect. Mortar boat 28 fired 57 shell and 23 mortar cartridges.

May 12.—Mortar boat 28 firing slowly, threw 8 shell. At 11.30 a. m. the steamer *Ike Hammitt* was ordered to tow the mortar boat back to her position in the fleet, as the rebels seemed to be preparing for another attack.

May 14.—This morning one of the rebel steamers rounded the point in full view of the gunboats, but was not hailed; cause not explained. The mortar boats having been ordered out of battery, there is no firing to report.

May 20.—Six rams arrived last night; four boat loads of troops this morning. Communication between steamer and rebel boat with flag of truce.

May 21.—Mortar boats 23 and 36 on duty; fired, former 26 and latter 28 shell. The rebels threw a few shell; some of them in good range, bursting too close for comfort, but too short.

May 24.—A deserter came to the mortar boats at about 7 p. m. and reported a picket of 40 men on the west side of the river about 3 miles below the point above Fort Pillow, supported by a gunboat.

May 27.—The mortar boats 22 and 7 were on duty to-day, the former firing 25 and the latter 21 shell. The enemy answered freely, one of their pieces of shell striking 22; no one hurt.

May 28.—Mortar boats 27 and 38 fired, from the former 38, and latter 21, shell. The enemy answered freely, firing about 75 shots. No. 37 was struck with a piece of shell, knocking down 2 men by the concussion. Not any serious damage was done.

May 29.—Second Master Glassford was again ordered out with his howitzer battery and a detail of 30 men. Mortar boats 11 and 35 were on duty and fired from No. 11, 23, and No. 35, 18 shell. The rebels returned fire freely to-day, but without effect. The *Alps* and *De Soto* were both fired into off Hale's Point, but received no damage. Captain Maynadier, in a letter received to-day, mentions that from a deserter he learns that the mortar practice had been very good yesterday and the day before and that a piece of one of the bombs had gone through the quarters of General Villepigue.

May 30.—Mortar boats 5 and 19 were on duty to-day and fired, the former 37, the latter 34, shell. The expedition under Second Master Glassford, with 30 men from the mortar crews, returned this afternoon about 5. They had not had any opportunity to practice on the rebels.

May 31.—Mortar boats 23 and 36 fired, the former 28, and the latter 27, shell. The enemy returned the fire freely. One of their shot struck the platform of 23, passing between Second Master Simonds

and one of the crew, making a large hole and scattering the timbers all around.

June 1.—Mortars 22 and 7 were in action and fired 31 shell each, the enemy replied, many of their shell bursting over their boats, but without doing any injury.

June 2.—To-day 56 shell were thrown from mortar boat 38.

June 3.—Nos. 9 and 35 were on duty to-day firing rapidly and the rebels replying at the same rate. 65 shells thrown. Just before sundown two rebel gunboats came around the corner, at which a few shots were fired from the gunboats and mortars, which latter, and from No. 9, caused the rebels to retire.

June 4.—Mortar boats 5 and 19 fired from each 53 shell. Early in the evening a fire was discovered above the upper forts of Fort Pillow, and later directly over the whole fort; this proved to be the work of the enemy, destroying gun carriages and other materials belonging to the fort previous to evacuation. The enemy have been firing freely during the day.

June 5.—The whole fleet got underway this morning bound for Memphis. In passing Fort Pillow we lay to and landed. We found the place deserted by the rebels and a large quantity of commissary stores and gun carriages destroyed. At noon we left Fort Pillow, running slowly. We passed Fort Randolph at 3 p. m., which seemed deserted.

June 6.—At 4 a. m. orders were received to get six mortars in readiness to move at 5. Shortly after the mortars were underway the fleet of gunboats moved from their anchorage and on rounding the point above Memphis were offered battle by the enemy with his whole force, consisting of eight gunboats. The engagement was spirited in the extreme; the rams *Monarch* and *Queen of the West*, commanded by Colonel Ellet, taking a very prominent part, which resulted in the burning or sinking of four and capturing four of the enemy's boats. These latter, after some repairs, will be put in commission. This was certainly the most dashing performance of the war and lasted thirty-five minutes, in which short interval the fleet of the enemy in these waters, with the exception of one, was virtually demolished. The *Intrepid* (on which were Captains Maynadier and Pike) followed the fleet and hovered about the scene of battle, hauling down flags, succoring the wounded, etc., in which Captain Pike was particularly active. The mortars did not open fire during the engagement, all the noise in this instance being due to the gunboats. The shot from our guns was more effective than on the memorable 10th, being directed at the enemy's water line. At night the mortars were all tied up on the Arkansas shore at the point above Memphis; guards were detailed for the night and everything done to secure them from surprise or disaster.

June 7.—Orders were received from the flag-officer to furnish a detail of 50 men and 2 officers to accompany and guard prisoners sent to Cairo; accordingly the detail was made and placed in command of Lieutenant Gregory and Second Master Wheelock. Forty-three prisoners, officers and men, were shipped in charge of the above-named officers.

June 13.—All the condemned mortar boats were placed together, leaving ten fit for active service.

June 16.—This evening we noticed for the first time the American flag displayed in view of our fleet, notwithstanding we had taken possession of the city ten days previous.

June 19.—The *Conestoga* returned this afternoon from White River, bringing the sad news that a shot from a rebel battery had struck the *Mound City* so as to pass through a steam pipe, killing and wounding over 100 men. One more flag in view from the navy yard in Memphis.

June 29.—The fleet, headed by the flagship *Benton* and composed of the gunboats *Louisville* and *Carondelet*, ordnance boat *Judge Torrence* and two towboats, *V. F. Wilson* and *Ike Hammitt*, having in tow Nos. 7, 22, 9, 23, 36, and 38, in charge of Captain Henry E. Maynadier and Second Master Wheelock, left Memphis at 6 a. m., bound for Vicksburg.

July 1.—Arrived at 9 at Vicksburg, where we met a portion of Farragut's fleet, which had run the blockade. Made the mortars fast to the shore and waited orders to open on the town.

July 2.—Four mortar boats were taken down the river and landed nearer opposite the town. Under command of Captain Maynadier, Second Master Wheelock, with Doctor Blake, who volunteered his services, the mortars opened a spirited fire on the town, firing 50 shell, but elicited no reply from the enemy, they confining their attention to the lower fleet.

July 3.—The mortar boats were towed into a more favorable position. Two mortars were kept firing during the morning, and two others in the afternoon, firing 80 shells in all. In the evening the rebels fired a shot which dropped near our upper boat.

July 5.—Fired 10 shots from our mortars with good effect, all but 2 bursting in the right place. The lower fleet also fired 13 shell.

July 7.—No firing on our part to-day; the enemy fired 6 shots, which fell around our boats but did no damage.

July 12.—Orders having been received from the flagship about noon to fire every 10 minutes, 78 shell were fired with very good success.

July 15.—Between 4 and 5 a. m. the *Carondelet*, the wooden gunboat *A. O. Tyler*, and the ram *Queen of the West* started up the river. In about an hour afterwards firing was heard distinctly and in a short time after one shot was seen to fall into the river, coming from the direction of Yazoo River. The ram *Queen of the West* soon came in sight with a full head of steam on and making for the flagship, followed by the *Tyler*, firing her stern guns rapidly at the approaching ram and gunboat *Arkansas*. The whole fleet was aroused, the rams above us getting out of the way as rapidly as possible. All was confusion; not anyone seemed prepared, nor had they steam enough up to alter their position, that the visitor might be received with all honors due to an unwelcome guest. She therefore passed down slowly, keeping up a constant firing as she went, and receiving our shots without any apparent damage to her. The officers and crew of the *Torrence* stood manfully to their posts, although the shots passed very near to us. At 6 p. m. our flagship *Benton*, taking a position near the point again opened up the fight, whilst Commodore Farragut's fleet ran down the river past the city of Vicksburg. The gunboat *Sumter*, of our fleet, and four mortars

were kept firing as rapidly as possible on the town until the boats had passed the point, when they ceased for fear of accidentally injuring our own boats, as, owing to our defective fuzes, we were afraid some might explode too soon. The mortars fired 80 shell, and their men deserve great praise for their bravery and zeal to continue the firing, being willing to keep it up all night. The enemy threw shell and round shot all around us, and although we had no protection whatever, not a man flinched.

July 16.—The rebel ram *Arkansas* was lying close to the shore at Vicksburg this morning with steam up.

July 17.—Having received an order from our commander at 11:30 a. m. to fire shell as rapidly as possible at the rebel ram *Arkansas*, it was acted upon with promptness, getting the boats into battery in half an hour after receiving the order. We opened fire and threw 150 shell, making the ram change her position twice in two hours. The firing was excellent and highly complimented by Commodore Farragut of the lower fleet.

July 18.—Three mortar boats were in battery to-day and fired 80 shell, sinking the rebel wharf boat at Vicksburg, and threw shell so close to the ram *Arkansas* as to prevent their working on her.

July 19.—The mortar boats were on duty to-day. There were 100 shell fired, 1 of which struck the stern starboard corner of the rebel ram *Arkansas* and exploded when it struck. The rebels sent one shot so near us as to cause us to change position. Another shot went along the line of our "contraband telegraph," causing us to remove it for a time. The enemy fired a great number of shell at the mortar boats, some bursting directly over them and one passing under a corner of the tent of No. 9, which was fixed up on shore.

July 20.—The mortars opened fire again this morning, the rebel ram *Arkansas* having changed her position farther up the river. The firing was excellent. One shot burst under the bows, another almost immediately over her midships, making her crew, 46 in number, leave for the upper part of the city. At 11 we ceased firing, owing to the extreme heat and being short of men. The boats resumed firing this evening for about an hour; altogether 63 shells were fired to-day.

July 21.—Firing was again opened on the *Arkansas* to-day and continued until noon. Orders then came to depress our mortars and to lead them to be in readiness for the ram should she attempt to pass. Everything was in readiness and a watch set, but she did not show up.

July 22.—This morning the ironclad gunboat *Essex* ran the blockade at about 4:30, giving the rebel boat *Arkansas* several shot and a butt of her horn. The ram *Queen of the West* also went down and gave her two punches and returned safe to our fleet. The mortars opened out in the evening and fired 27 shell.

July 27.—The ram *Lioness* arrived last night about 10, with dispatches and a small mail. She reported being fired into at Greenville and had one man killed and several wounded. The steamer *Pike*, which was reported burned, is safe. At 8:30 p. m. the fleet anchored at Stack Island, 75 miles above Vicksburg.

July 30.—At the mouth of the Arkansas River, a short distance above Napoleon, we had quite a lively time. The tug *Sampson* reported seeing some rebel cavalry, and immediately commenced firing in the direction on the Mississippi shore with her howitzers. The

ordnance boat *Great Western* also fired about 15 shot, and the ram *Mingo* 1. The *Benton* also, in passing, fired 3 shot in the same direction.

July 31.—This evening at 9 the fleet arrived at Helena and anchored on the Arkansas side for the night.

August 7.—The ram *Switzerland* arrived from below about 6; reported that the rebel boats that had not been taken or sunk had escaped out of White River and that the expedition from our fleet was on its way up.

August 8.—The fleet from White River arrived this morning.

August 16.—This morning the gunboat *Mound City*, followed by the *Bragg* and several rams, steamed down the river. The gunboat *Pittsburg* and ram *Lancaster* came down from Memphis this afternoon. The *J. H. Dickey*, formerly commissary boat for the fleet, went out of commission, and the rebel prize, *Sovereign*, took her place.

August 24.—This evening the ram *Switzerland* came up from the Yazoo River and reported that the expedition which left on the 16th had completed their task of exploration, and had succeeded in capturing a valuable prize and was on its way to return to the fleet.

August 26.—The *Kennett* came up from below this afternoon and reported that she had been fired into when about 8 miles below Helena. The gunboat *Louisville* went down immediately to reconnoiter near the spot and to endeavor to discover the ambushade of the rebels.

September 3.—The *Pittsburg* came up this morning from below, having a large wharf boat in tow. Reports seeing a large number of rebels encamped in the vicinity of Milligan's Landing [Milliken's Bend Landing], but too far inland to be affected by any demonstration from our gunboats.

September 6.—To-day the mate of the *Torrence*, with two of the ship's crew and two of the mortar men, went on the Mississippi shore on a foraging expedition. In the afternoon the two men of the ship's crew came on board alone and reported that the party had been attacked by guerrillas. Later in the evening Mr. Mott, supported by four of the ship's crew, volunteered to go over and cruise along the shore, in the hope of rescuing the other men. In so doing he was successful, finding the mate, who, though badly wounded in the arm, had succeeded in escaping to the river side. The two mortar men are still absent.

September 7.—From information received to-day the two men reported absent are supposed to have been taken prisoners by the enemy.

September 15.—To-day a detail of 68 men was made to go under command of Captain E. B. Pike on a general foraging expedition for the use of the fleet and to search for guerrillas said to be marauding up the river banks in the neighborhood of Commerce.

September 18.—To-day the *Champion* returned with the expeditionists. They reported that they did not come in contact with any band of guerrillas, although it was known that several of the most notorious leaders occasionally visited the locality. A small barge used for wooding up, and which had been the means of ferrying over guerrillas from one side of the river to the other, was taken possession and destroyed. The party brought with them a small quantity of provisions.

September 29.—The *Cairo* came up from Vicksburg to-day and brought the two men who had been taken prisoners on the 6th instant. They were returned to us on parole.

October 20.—The *Louisville* went up river in consequence of the report that the rebels had fired into the *Gladiator* when near (51) Buck Island.

October 24.—The *Judge Torrence*, having received orders, proceeded to Cairo.

November 10.—The fleet surgeon was directed to take possession of the *Judge Torrence* and fit her up as a hospital boat.

Number of shell thrown by the mortar fleet: At Island No. 10, 1,780; at Fort Pillow, 1,423; at Vicksburg, 908. Total, 4,111.

Abstract log of the U. S. S. Carondelet, May 26—November 29, 1862, Commander H. Walke.

May 26, 1862.—From 4 to 8 a. m. three deserters made their appearance with a flag of truce and were taken on board of the *St. Louis*; also a rebel steamer was seen at the point below.

May 28.—At 9 a. m. dropped down and made fast to the Arkansas shore. Two mortar boats were towed down and placed in position and opened fire at 10:30. Rams *Monarch* and *Lancaster No. 3* got underway and came down the river at 11 a. m. Discovered smoke rising over the point; went to quarters immediately. *Monarch* went down below the point and remained a few minutes, and then returned up again. Rebels returned our fire all the morning. From 12 to 4 p. m., mortars firing at intervals. From 4 to 8, mortars firing at intervals of five minutes; enemy return fire. From 8 to 12, midnight, everything quiet; no signs of the enemy.

May 29.—Mortars firing as usual.

May 30.—At 8:30 a. m. mortars opened fire on the enemy; enemy returned the fire. *Carondelet* and *St. Louis* dropped down and anchored off Craighead Point. Ram *Lancaster No. 3* also dropped down and anchored off Craighead Point. From 12 to 4 p. m., mortars firing at intervals, enemy returning fire. From 4 to 8, moved up to our station. *St. Louis*, mortars, and rams in company.

May 31.—Mortars firing at intervals during the day and enemy returning the fire.

June 1.—At 7:15 a. m. mortars took position on Arkansas shore. Two rams came down with two large protection barges in tow. From 8 to 12 meridian: The mortar opened fire; enemy returned it. From 12 to 8 p. m., mortars firing at intervals of five minutes; enemy returning the fire. From 8 to 12 midnight, heard a boat escaping, supposed to be below the fort.

June 2.—Firing going on between the mortar boats and the enemy. From 8 to 12 midnight: Saw the reflection of a large fire down the river near the forts; heard a steamer escaping down the river.

June 3.—From 8 a. m. to 4 p. m.: Mortars firing at intervals, enemy returning the fire. From 4 to 6: U. S. steam rams *Queen of the West*, *Monarch*, and *Sampson* went down the river around Craighead Point. The enemy opened heavy firing on them, firing some forty or fifty shots. At 5:40 U. S. rams passed us. *Queen of the*

West appeared as though she had been struck once or twice by the enemy's shot. Rams took up their original position. From 6 to 8 p. m.: A rebel ram made her appearance around Craighead Point and the *Mound City* opened fire on her. The rebel gunboat, after firing five shots, retired under the guns of the forts.

June 5.—At 1:30 p. m. passed Randolph; Union flag flying there. At 3:30 observed rebel transport *Sovereign* steaming up the river. Fired several shots at her, expending two 8-inch shot, one 15-sec. 8-inch shell, two 15-sec. 42-pounder shell, three 50-pounder percussion shell, one 30-pounder solid shot. At 3:40 tug with howitzer went in chase. From 4 to 8: At 4:20 p. m. tug *Spitfire* captured rebel transport *Sovereign*. At 9 came to anchor 3 miles above Memphis. At 11 saw a large fire near the Tennessee shore; heard a boat moving around at or near Memphis.

June 6.—From 12 to 4 a. m.: Several rebel boats laying at Memphis at daybreak. At 4:10 observed rebel flotilla leave Memphis (eight in number) and proceed down the river. Steam tug *Little Rebel* returned and watched us. In obedience to signal from flag-officer got underway and lay to in the river waiting for the *Benton*. Flotilla, consisting of *Benton*, *Louisville*, *Carondelet*, *Cairo*, and *St. Louis*, dropped down the river slowly. About 4:50 three rebel rams came in sight, offering battle. At 5:10 the rebel rams opened upon us with their bow guns. Flotilla immediately replied with their stern guns, at the same time slowly ascending the river, rebel rams following us. About this time rams *Queen of the West* and *Monarch* came down and went into the bank, the *Lancaster No. 3* and *Switzerland* being some distance behind. At 5:40 flag-officer made general signal, which was simultaneously obeyed by the flotilla. In a short time we were engaged opposite the city of Memphis with rebel flotilla. At 6:15 observed the ram *Queen of the West* strike a rebel ram. Rebel ram sank in a few minutes. Observed the ram *Monarch* strike a rebel ram. Passing down the river in pursuit of the rebels, who were flying before us, we passed another rebel boat disabled by rams and a flag of truce on her. Observed steam tug *Little Rebel* making for the Arkansas shore, steam escaping from her. We fired into her as she ran into the bank. We then passed another rebel steamer in a sinking condition. Observed another small tug lying at the shipyard with a rebel flag flying; fired upon her. Still pursuing, we observed another rebel ram make for the bank, crew deserting her. In a short time two out of the three remaining rebel steamers were deserted by their crews and drifted down the river. Flotilla came up with them and secured them. The whole rebel fleet was destroyed or fell into our hands except one, the *General Van Dorn*, who made good her escape by her superior speed. We fired at her as long as she was in range. We then rounded to and proceeded with flotilla up the river. We were struck by a rebel shot, which carried away our port anchor chock, iron sheave, and anchor rung; it then knocked over our temporary barricade forward and passed over the deck, wounding 3 men slightly. Expended during the engagement 62 rounds of solid and rifle shot and shells. At 8:45 rebel boat blew up. At 10:15 came to an anchor off Memphis. Found there the steam transports *Victoria*, *Kentucky*, *H. R. W. Hill*, *New National*, *Acacia*; also a fine large

wharf boat in good condition. On arriving at our anchorage we learned the names of the following boats comprising the rebel fleet: *General Van Dorn*, escaped; *Colonel Lovell*, sunk by ram *Queen of the West*; *General Jeff Thompson*, sunk by ram *Monarch*; *General Sterling Price*, run into by rebel ram, wheel knocked off; *General Beauregard*, blown up (burst) by rebels; *Sumter*, prize, abandoned by rebels; *General Bragg*, prize; steam tug *Little Rebel*, captured prize; steam tug, name unknown, burned; steam tug, name unknown, burned previous evening. At 11 p. m. a large fire broke out in the city.

June 7.—At 8:30 a. m. steamer *Mark R. Cheek* came down the river, displaying a white flag.

June 16.—At 10:55 a. m. rebel transport *Clara Dolsen* came up with Union flag flying over rebel flag.

June 30.—From 4 to 8 a. m., steaming down the Mississippi in company with flotilla. At 9 met U. S. ram from Vicksburg. She reported fighting below and 8 vessels passed the batteries and lying above.

July 1.—At 8:15 a. m. in sight of Farragut's fleet above Vicksburg. We found lying here, about 3 miles above Vicksburg, the *Hartford*, carrying the square blue flag of Flag-Officer Farragut, and six of the fleet. Observed across the point below Vicksburg a portion of Commander Porter's mortar flotilla. Transports, mortar boats, etc., of Flag-Officer Davis's flotilla, went into bank and made fast, *Benton* anchored lowest downstream, near the *Hartford*. From 12 m. to 4 p. m., mortars firing at intervals below Vicksburg. From 4 to 8, mortars fired an occasional shot.

July 2.—From 4 to 8 a. m.: At 5 heard the firing of fieldpieces across the point. From 4 to 8 p. m.: Mortars above and below opened a heavy fire upon Vicksburg. Enemy fired two shots at mortar boats below.

July 3.—4 a. m. sharp firing from mortars; firing returned by the enemy. At 10:45 mortars opened fire on the south side of the river. From 12 to 6 p. m.: Mortars firing and enemy returning the fire.

July 5.—From 12 to 4 p. m.: Enemy opened fire upon our mortar fleet. At 3:20 fired three shots. From 4 to 8, mortars fired a few shots. From 8 to 9, mortars firing at intervals. At 10:30 Porter's mortars opened a terrific fire upon the enemy, firing until about 11 o'clock. Fired about 100 shots.

July 6.—At 1:30 p. m. the enemy firing an occasional shot at our mortar fleet.

July 7.—Everything quiet; no signs of the enemy.

July 15.—At 4 a. m. proceeded up the river, gunboat *Tyler* and ram *Queen of the West* following us. At 4.30 entered Yazoo River. At 5 the *Tyler* and *Queen of the West* passed us. At 6 discovered a boat coming down the river. Immediately went to quarters and cleared the boat for action. Rebel ram opened fire upon the *Queen of the West* and gunboat *Tyler* and they immediately rounded to. We found the advancing rebel boat to be a powerful gunboat and ram. We rounded to and headed downstream, at the same time firing upon her with all our batteries as we brought them in range. Captain Walke hailed the *Tyler* as she passed and ordered Lieutenant Commanding Gwin to go ahead and inform the commodore

of the *Arkansas*' approach. The ram made for us and for an hour we continued a running fight (she gaining on us), distance 500 to 50 yards. Our wheel ropes were shot away, steam escape pipe cut, exhaust pipe cut, cold water supply pipe riddled with pieces of shot, and steam gauge shot away, the boat becoming unmanageable. Our tiller ropes and box being shot away, the *Carondelet* was unmanageable and ran upon a small stump after the *Arkansas* passed us. As she passed by us we called the boarders upon deck, and we gave her our starboard broadside and bow guns, firing them as the enemy came in range. At this time the *Arkansas*' flag was down and not hoisted again while in sight. Our backing bell and speaking trumpet being shot away, the pilot could not communicate readily with the engineer. By this time the ram had passed us and was following the *Tyler*. After remaining at the bank for a short time to repair damages, we made our way down the river and found the rebel boat had succeeded in passing by the whole of the flotilla and rams. We received 5 shots in the captain's cabin and 3 in the wardroom, 3 of the shots passing clear through the wheelhouse, 1 lodging in the steerage mess room, 1 going through wheelhouse, carrying away deck pump, passing through bulkhead aft of steam drum, glancing up, passing over steam drum, striking carlines, carrying away 4 of them and falling into fire room. One going through the wheelhouse carrying away steam escape pipes, going through 2 coppers on the galley, through smoke pipe, through ventilators, through bulkhead forward of fire room, through loose timbers placed upon the bulkhead and entering 4 pieces of one-fourth-inch iron. One coming in captain's cabin on starboard corner, carrying away 12 carlines, striking chambers of side pipe, glancing upward and cutting exhaust pipe and striking upper deck over engine room and falling to the main deck. One coming in wardroom just about amidships, cutting away 8 carlines, passing through chief engineer's, surgeon's, and gunner's rooms, carrying away bulkheads and striking the deck and fetching up against the after stanchion on port side. Another shot came through starboard quarter, passing through second and first masters' room and through the captain's cabin, out of the after port. Another shot came through the iron on starboard side, breaking in casemate and the shot breaking in pieces. Two shot carrying away iron and coming through the iron into the wood on the inside. Both cutters shot away; 2 boat davits carried away; all boats falls on starboard side shot away. Three awning stanchions shot away. One shell burst on starboard side of upper deck, cutting awning in pieces and setting starboard hammock netting on fire. We expended during the engagement one 32-pound gun, weight 42-hundredweight, struck on the lower part of the muzzle, splitting the gun in two pieces; 6 boarding pikes, 1 musket, 3 revolvers, and 4 cutlasses, belts, and accouterments were lost and shot to pieces during the engagement. Four men were killed, 15 wounded, and 16 missing. Expended 90 rifle and solid shots. From 8 to 12 meridian: Came to anchor with fleet. At 8:30 hospital boat *Red Rover* came off alongside and took off the wounded. *Cincinnati* proceeded to the assistance of the *Benton*. Explosion seen at the point below supposed to be a mortar schooner aground at that point. At 10:30 the *Louisville* proceeded down the river. At 6:30 p. m. vessels proceeded down the river.

At 7 gunboats *Benton*, *Louisville*, and *Cincinnati* opened fire upon the rebel forts. At 8 mortars from Porter's and Davis's fleet firing; a general engagement going on. From 8 to 12 battle raging before Vicksburg. At 8:15 a fire raging in the city, evidently the city on fire. At 8:35 firing ceased on both sides. At 9 gunboats and iron-clads returning. At 10:30 large fire illuminated the city.

July 17.—At 11 a. m. the mortars opened a sharp fire on the city.

July 18.—At 5 p. m. *Essex* returned, dropped down the river, and fired a few shells over the point.

July 19.—At 9:45 a. m. rebel batteries opened fire upon mortar boats, mortars replying. From 12 to 4 p. m., *Essex* dropped down river and fired a few shells over the point and returned to her anchorage. From 4 to 8, mortars firing and enemy replying.

July 20.—Heavy sickness among the officers and crew, two-thirds of them unfit for duty.

July 21.—Mortars opened fire upon the *Arkansas*. At 4:30 a. m. fire returned by rebel batteries.

July 22.—At 4:30 a. m. fleet opened fire on the rebel fortifications. *Essex* passing below the point. At 5:15 firing ceased on both sides. At 5:30 fleet returning up the river. *Essex* passed the batteries and was seen below the rebel batteries. From 4 to 8 p. m.: Steaming up the Mississippi River. Heard distant cannonading, supposed to be another attack upon the rebel gunboat *Arkansas* by our fleet.

July 23.—Steaming up the Mississippi River. At 7 a. m. picked up Mr. Lucas, pilot of the steamboat *Sallie Wood*. He reports that the *Sallie Wood* was fired into at four different places and at Island 82 she was obliged to be deserted from a shot having entered her boiler or steam drum, the passengers and crew being on Island 82 in a starving condition. The batteries were composed of 6 and 12 pound field-pieces, manned by planters and their negroes, assisted by some guerrillas.

July 24.—At 4:15 a. m. opened fire with bow battery upon the point below Carolina Landing, where masked battery was that fired into the *Sallie Wood*. No sight of the battery, it having been removed. Fired four shell at a house where the pilot of the *Sallie Wood* saw the men congregate at Carolina Landing. Fired four shell into Princeton, supposed to be the headquarters of the party. Fired four shell into Fleurnoy's plantation, where the pilot of the *Sallie Wood* saw a man come out with a gun and run down to the bank of the river and fire at the *Sallie Wood*. These places were all on the Mississippi shore. From 8 to 12 meridian: Proceeding up the river. Threw a few shell into the woods where rebel camp was reported to be. Nothing showed itself. At 4:10 p. m. opened fire upon Argyle Landing, where battery was that fired into steamboat *Sallie Wood*. From 8 to 12 midnight: At 8 arrived in sight of Island 82 and sounded the whistle to let the passengers and crew of the *Sallie Wood* know there was assistance coming, if any remained upon the island. At 8:30 landed at a house upon the foot of the island, sent an officer and 10 armed men ashore to inquire in relation to passengers and crew of *Sallie Wood*. They found the house deserted, the inmates having taken to the woods a few moments previous to our landing. We then proceeded on up the river and at 9 passed the remains of the *Sallie Wood*, she having burned to the water's edge. At 11 were hailed from the shore; sent

an officer and 4 armed men ashore in our dingey and picked up First Lieutenant Wing, Company G, Fourth Wisconsin Volunteers, one of the passengers of the *Sallie Wood*, in an exhausted condition. He reports the remainder of the passengers and crew taken prisoners.

July 25.—On our way up river. At 3 a. m. came in sight of coal barges and ram *Lioness*, lying at the river bank in Cypress Bend; she reports having been fired upon by a rebel party upon the Mississippi shore about 28 miles above Napoleon.

July 26.—At 1:30 a. m. saw a fire upon the river bank, supposed to be a wood pile set on fire by the guerrillas.

August 3.—At 4:40 a. m. passed Point Pleasant. Saw rebel floating battery nearly out of the water, lying on the Missouri shore.

October 23.—Anchored off Helena.

October 29.—From 8 to meridian: At 8:50 rebel steamer *Little Rock* came up with a flag of truce from the point where Captain Walke had ordered her to remain. Captain Walke immediately sent an officer to inform General Hovey and to ask if it was his order for the rebel boat to come up. He sent a message back saying that he, the commanding general, had ordered her up. At 1:30 p. m. U. S. gunboat *Lexington* and U. S. transport *Emerald*, with rebel prisoners, got underway and steamed down the river. At 6 p. m. rebel steamer *Little Rock* went down the river.

November 28.—Sent tug to destroy some flatboats and skiffs along the shore.

November 29.—At 9:45 a. m. came to anchor with the fleet off the mouth of the Yazoo River. Sent a detachment of 20 men, armed, under command of William Beaufort, gunner, to the *Marmora*, for the purpose of protection while sounding the river. At 2:15 p. m. a party of men fired a volley of musketry from the shore, and we immediately fired four solid shot and two 5-second shells.

Abstract Log of the U. S. S. Marmora, October 21 to December 29, 1862, Acting Volunteer Lieutenant Robert Getty.

October 22, 1862.—At the dock, Carondelet. At 6:20 a. m. Captain Robert Getty came on board. At 7:10 stood down the river.

November 23.—Underway steaming down the river.

November 28.—At 6:55 a. m. got underway with rest of the fleet. From 8 to 12 meridian: Running downstream. Destroyed barges at Providence. From 12 to 4 p. m.: Tug captured two skiffs and destroyed flatboat at Kiger's [Tiger's] Point. Came to anchor off Milliken's Bend at 3:30. At 4:30 tug came alongside with scouting party and left with Mr. Joseph Smith, pilot, and Ensign H. H. Walker. At 5 heard a shot from shore. At 5:15 tug returned with scouting party. Ensign Walker had been shot through the right hip. Sent for the surgeon from the *Carondelet*. Ensign Walker's wound not dangerous.

November 29.—From 8 to 12 a. m.: Steamed up Yazoo River. At 12:30 p. m. took a contraband that was crossing the river in a skiff and destroyed the skiff. At the same time saw some cavalrymen, who were doing picket duty, but fled on our approach. At 1 discovered

another picket station, but only one man in sight. We fired here from our 24-pounder 10 shrapnel and 3 percussion shell from the 12-pounders. The log shanty used as quarters was demolished. Proceeded up the river and at 2 p. m. were fired on again by guerrillas. At 2:20 p. m., at a distance of 20 miles from the mouth of the river, discovered the enemy's fortifications, which we had reason to know were mounted by guns of too heavy caliber for us, so, thinking discretion the better part of valor, and having accomplished the object of our expedition, we withdrew and proceeded down the river and anchored at its mouth at 4 p. m.

December 5.—At 6:30 p. m. tug came alongside with orders from Captain Walke to go to the assistance of the ram *Queen of the West*, aground on Paw Paw Island.

December 11.—From 8 to 12 meridian: Ran upstream 20 miles; went up in sight of the battery, rounded to downstream at 8 bells. From 12 to 4 p. m.: In rounding to discovered several suspicious looking objects floating on the river. Fired into one of them, when a tremendous explosion ensued, which shook the boat from stem to stern, though at a distance of 50 feet or more. Carefully avoided contact with others, for they were all infernal machines. One exploded in dangerous proximity to the gunboat *Signal*. Steamed swiftly down the river, and in passing Old River was fired into by riflemen from shore. A ball passed through deck stairway cover. At 1:30 p. m. steamed into the Mississippi River and came to anchor.

December 12.—Running up the Yazoo River, this boat leading and the *Signal*, ram *Cairo*, and *Pittsburg* in line. At 8:15 a. m. gunboat *Cairo* made general signal 3686. At 11 discovered a skiff with two men crossing the river; brought them to. One proved to be a white man and the other a negro. Brought them on board and had them searched, but could find nothing secreted on their persons. The white man gave his name as Jonathan Williams. At 11:10 came in sight of the torpedoes. The *Cairo* commenced shelling the right-hand bank and sent out a boat's crew to secure the nearest torpedo. At the same time one appeared directly in front of us. Sent our cutter, in charge of Mr. Fentress, of the *Carondelet*, to pick up. Found it was made fast to a line leading to shore. Cut the line and severed the copper wire leading from it and towed it alongside. Just at this time heard a loud report and discovered the gunboat *Cairo* rapidly sinking. In endeavoring to dislodge one of the machines she had run over another, which, exploding with fearful violence, tore her bottom completely out of her. This sad catastrophe occurred at 11:55, and at 12:03 the *Cairo* was no more. From 12 to 4 p. m.: While the *Cairo* was sinking all the remaining boats dispatched their small boats to the assistance of her crew. All were saved. The ram *Queen of the West* then hitched to her stacks and pulled them over; did not leave a thing to show her locality. The small boats in the meantime engaged in saving all they could of the wreck, and the remaining gunboats shelling the woods. At 2:30 men were landed on either shore and destroyed five more torpedoes. At 3 steamed down the river shelling the woods at times, arriving at the mouth at 4 p. m. Expended 64 shot and shell.

December 13.—At anchor mouth of the Yazoo. At 10:30 orders came aboard from the *Carondelet* to receive on board the men and

officers from the gunboat *Cairo*, with their baggage, and proceed to Cairo.

December 18.—Arrived at Cairo and anchored in the stream.

December 28.—Johnson's Ferry, Yazoo River. At 8:30 a. m. fog lifted considerably. Got underway and steamed slowly down the river. At 9:15 rounded to abreast of the flagship *Black Hawk*. Received orders and steamed down the river in company with the gunboat *Forest Rose*; reached mouth of Old River. At 10:20 sent dispatches to gunboat *Romeo*, and in company *Forest Rose* proceeded 3 miles up Old or False River and commenced shelling left bank, using long fuzes. *Forest Rose* ahead, also shelling. At 12 ceased firing and made signal. Discovered the *Forest Rose* to be aground. Expended 1 shrapnel, 38 navy fuze shell, 15 percussion shell, 7 Bormann fuze shell. Made fast a line to the *Forest Rose* and towed clear. At 1 commenced steaming down the river. At 1:40 anchored at mouth of False River.

December 29.—At 11 a. m. tug came alongside with orders from the admiral. Got underway and steamed up False River. Came up to gunboat *Romeo*, at anchor, and gave her orders to proceed up also. Came to anchor 3 miles from the mouth and at 11:55 commenced throwing shell in the vicinity of Vicksburg. From 12 to 4 p. m. shelling the woods. At 1:30 p. m. tug came up river with instructions. Commenced firing at intervals of fifteen minutes. At 4 still shelling the left-hand bank. Ceased firing at 5 p. m. Used 5 Bormann fuze shell, 20 shrapnel, 4 percussion rifle shell, 1 rifle fuze shell. At 6 steamed down Yazoo River and came to anchor.

Abstract log of the U. S. S. Lexington, April 18 to June 20, 1862.

April 18, 1862.—Were hailed at Crump's Landing at 2:50 p. m. Went within speaking distance; heard the enemy's cavalry were within $1\frac{1}{2}$ miles of the river.

April 22.—Opposite Pittsburg, Tenn. Got underway, stood up the river at 4 a. m.; landed at General Buell's army landing. Stood on up the river. At 12:15 hove in sight of the rebel steamer *Alfred Robb* and fired four shots at her, when she came to and showed a white flag, and on coming up found the *Tyler's* crew on board of her. At 4 passed Hamburg, where a large number of transports were disembarking troops.

April 23.—The *Aleck Scott* came up at 5 a. m. with troops and a barge. At 11 the *Silver Wave* came up with troops.

April 25.—At 6:15 p. m., a short distance below Tuscumbia, fired 1 shot and 1 shell into a warehouse.

April 26.—Standing up the river from Craven's. At 2:25 p. m. sent an armed boat up Horse Creek. The boat having returned, at 3:30 stood up the river. The *Tigress* passed up at 5:30 with troops on board. At 7:40 the *H. D. Bacon* passed up with troops.

April 28.—The *Gladiator* came up at 6:40 p. m. with troops. At 8:30 and at 10:30 transports came up with troops.

April 29.—The *D. G. Taylor* came up, loaded with wagons and teams. The *Superior* came up, loaded with ambulances and troops.

At 4:20 p. m. the *Joe Roe* and *Belle Creole* came up, loaded with troops.

April 30.—Passed Eastport at 6:20 a. m.; landed at 9:30 and destroyed horse ferryboat. We were fired upon from behind some trees at 10:30; replied with rifles. At 10:20 landed and took another ferryboat in tow, then dropped down the river and shelled the woods for fifteen minutes. Stood down the river, set the ferryboat on fire at 11:10.

May 3.—The *Crescent City* came down at 2 p. m. with two pieces of artillery on board. Put them off at Savannah. Heavy firing heard in the direction of Corinth, so we cast loose and stood up the river.

May 4.—Heavy firing in the direction of Corinth. Met the *Champion* with troops.

May 5.—Stood up the river, passed Chalk Bluff. At 6:30 p. m. came to and fired several shells back of Chalk Bluff.

May 6.—The *Continental* came up with troops.

May 8.—At 9 a. m. the *Wild Cat* came down the Ohio with hay and coal barges in tow and the *Imperial* started up the Tennessee with troops, also the *T. J. Patton*. Standing up the Tennessee. Met the *Superior* with sick and wounded. At 7:40 p. m. landed at Paris; the *Anglo Saxon* was there. Troops on shore.

May 9.—Stood up the river, firing 6 shell at Chalk Bluff in passing.

May 10.—At 3:25 p. m. passed Chalk Bluff and fired 7 shots.

May 11.—At 6 a. m. fired 15 rounds at Chalk Bluff; arrived at Craven's at 6:50. Stood up the river and fired 3 shell into the woods.

May 14.—Fired one shell at Chalk Bluff in passing down the river and one in going up.

May 15.—Fired one shell at Chalk Bluff in passing down the river. The *City of Alton* came up with troops.

May 18.—The *Platte Valley* arrived with troops.

May 19.—The *Robb* came alongside; put howitzer and ammunition on board.

May 21.—Stood down the river from Gunboat Landing; met the *Lady Jackson*; passed Chalk Bluff; fired three shrapnel. At 12:30 p. m. stood up the river; fired three shell at Chalk Bluff. At 4:20 landed at Pittsburg Landing.

May 25.—Fired a gun at Chalk Bluff in going down the river, and three shrapnel from howitzer in going up.

May 26.—Steamers *Fitzhugh*, *Metropolitan*, *Denmark*, and *Platte Valley* came up with troops for Hamburg.

May 28.—Hamburg Landing. The steamer *Gladiator* came up with troops.

May 29.—The *Ohio Belle* left with rebel prisoners on board. Stood down the river; fired two shrapnel at Chalk Bluff. At 4:10 p. m., going up the river, fired two shell from howitzer.

June 1.—Stood down the river; fired three shell from howitzer at Chalk Bluff. In going up fired three shell from howitzer.

June 5.—Cairo. At 6 a. m. commenced to work on the guns. Put off one 6-inch columbiad and took on two 30-pounder Parrott guns and carriages for same. At 3 p. m. the *Henry Clay*, with troops on board, started down the river.

June 6.—Lying to at Hickman, Ky. Met the *De Soto* above Island No. 10; came to and hailed her. She reported the river open to Memphis. At 2:20 p. m. rounded to alongside the *Pittsburg* at Fort Pillow; found the fort evacuated, the *Jacob Musselman* taking on ammunition, and our fleet gone on down the river.

June 8.—Went alongside the *St. Louis* and took off a gun taken from one of the rebel boats. Took 23 bales of Confederate oakum, then dropped down to the shipyard and searched for old iron, but did not find any. The prize gunboat, *General Bragg*, captured by the fleet, left for Cairo at 8:30 p. m.

June 9.—Underway down the river from Memphis.

June 10.—Off Memphis, Tenn. The prize gunboat, *Sumter*, captured from the rebels off Memphis, left at 8 a. m., standing up the river. The rebel steamer *General S. Price* came up from below at 1:20 p. m.

June 11.—At 8:15 a. m. the steamers *Ike Hammitt* and *Pike* came down with four mortar boats and landed them a short distance below on the Arkansas shore. At 11 put howitzer and ammunition, with all appurtenances, on board the tug *Restless* by order of flag-officer.

June 13.—Off Memphis. At 5:10 a. m. stood down the river. At 1:10 p. m. passed the mouth of St. Francis River. At 1:15 flagship made general signal; answered it, rounded to, and stood up the river. At 1:45 came to off St. Francis River. The *Spitfire* went a short distance up the river; returned at 2:15. The *Mound City*, followed by the *St. Louis* and this vessel, stood down the river again. At 3 discovered the rebel steamer *Clara Dolsen* at Helena. At 3:20 small boat from the *Mound City* came alongside, with orders to give the coal barge in charge of the *St. Louis* and give chase to the *Clara Dolsen*. The flagship fired several shots, but they all fell short. Flagship made general signal; answered it and passed her, with orders to keep on. Came to off the fort at Island No. 69.

June 14.—Following the motions of the flagship. At 8:30 a. m. arrived off the mouth of White River; entered the river in company with the *Mound City* and *St. Louis* and the tug *Spiteful*. Came to off Arkansas River Cut-off, in company with the other boats. The tug went up the river reconnoitering; returned at 2:30 p. m., followed by the *Clara Dolsen*, which she had captured up the river.

June 16.—Off White River Cut-off. The flagship signaled. At 5:25 a. m. the *Conestoga* and three transports, *New National*, *White Cloud*, and *Musselman*, came up the river. Cast loose and stood up the river in company with the transports and gunboats. Came to anchor at 4:30 p. m. with the rest of the fleet. The tug went up the river on a reconnoissance.

June 17.—Anchored 50 miles below White River. At 5:30 a. m. several bales of cotton drifted down the river. At 6 the *White Cloud* took the coal barge. Got underway with the rest of the fleet up the river. The *Mound City* commenced firing at 7:36. At 7:50 the tugboat brought orders to pass transports. From 8 to meridian: Called to quarters and commenced firing No. 1 Parrott gun at 8. The transports *New National* and *Musselman* landed and disembarked troops. At 8:45 the troops made signals; the tug went up to see what was the matter; returned at 8:55 and we proceeded up the river after the *Mound City* and *St. Louis*. At 9 came in sight of three sunken boats, one of them a gunboat. At 9:45 the enemy opened

fire on us. At 10:03 suddenly observed steam coming out of all the port holes of the *Mound City*, soon enveloping the ship. She had evidently received a shot through her boilers, and as we saw many of her crew jump overboard, we sent the cutter and launch to her assistance. The boats returned with scalded men. At 10:30 the *Spiteful* and *Conestoga* went to the *Mound City* and towed her down the river and we went alongside the *St. Louis*, going on up the river. At 11:30 a shot, fired by a scalded sailor, crazy with pain, on the *Mound City*, struck a steam pipe on the *New National*; fortunately no one was injured. At 11:30 ran alongside of the *Eliza G.*, which had been sunk by the rebels opposite the battery which had been taken by the land forces under Colonel Fitch soon after the *Mound City* was disabled. Put 10 scalded men on board the *Musselman* and 5 of our crew to take care of them. Went alongside of the *Mound City* to take care of the scalded.

June 18.—St. Charles, White River. By 2 a. m. had carried all the dead on shore. At 2:15 p. m., following the flagship's motions, proceeded through the sunk boats and landed at the sawmill.

June 19.—At 8:20 a. m. passed Adams Bluff. At 9:30 saw two cavalymen on the bluff; fired one shell at them. At 10:45 three shots were fired from the shore, which we returned with a few rounds of grape and canister. The transports were fired into from the shore at 12:30 p. m. They replied with muskets and we fired a few rounds from stern and port guns into the woods. Passed Aberdeen and came to off Clarendon at 3.

June 20.—At 5:10 a. m. rounded to and followed the fleet down the river.

Abstract log of the U. S. S. Black Hawk, from December 6, 1862, to January 4, 1863, Lieutenant-Commander K. R. Breese, commanding.

December 6, 1862.—Ship put in commission [Cairo, Ill.].

December 13.—Name of ship changed from *New Uncle Sam* to *Black Hawk*, by order of Navy Department.

December 14.—Got underway. At 2:40 p. m. passed Hickman, Ky.; fired pivot guns. Expended two 10-sec. Parrott shell and two solid shot, and two blank charges.

December 17.—At 10:15 a. m. steamer *Marmora*, coming up, hailed us and brought news of the blowing up of the *Cairo* last Friday, and had on board all her crew.

December 26.—At 1:30 p. m. sent out an expedition composed of small boats from all the vessels of the squadron to scour the country on the opposite bank, Captain K. R. Breese in command. At 2:15 General Sherman and staff came on board.

December 29 to January 4, 1863.—Occasional firing heard.

Abstract log of the U. S. S. Louisville, December 17 to 30, 1862, Lieutenant-Commander E. K. Owen, commanding.

December 17, 1862.—At 3.30 passed Fort Pillow.

December 18.—Came to anchor off Memphis.

December 25.—At 2:40 p. m. steamed down river, Union troops burning Mulligan's settlement. From 4 to 6, came to anchor at the mouth of Yazoo River.

December 27.—From meridian to 4 p. m.: Commenced firing from the *Benton*. At 3:30 moved up after the *Benton* to the rebel batteries. At 4 fired our first shot. Opened fire on Haynes' Bluff. At 5:55 rebel battery ceased firing. At 6 gunboats ceased firing and dropped back. Amount of ammunition expended, 83 10-pound charges for 9-inch guns; 13 8-pound charges for 8-inch guns; 29 charges for 32-pounder. Shell, 53 9-inch, 5-second fuze; 13 10-second fuze for 9-inch; 17 9-inch shrapnel, 5-second Bormann fuze; 9 5-second 8-inch shell; 4 10-second 8-inch, 18 5-second 32-pounder shell; 5 10-second 32-pounder shell; 6 32-pounder grape. From 6 to 8, came to anchor with the rest of the fleet, and lay over until morning.

December 28.—At 7 a. m. opened fire with our bow guns at intervals of three and five minutes in the direction of E. by S. At 11 Acting Rear-Admiral Porter came up and spoke us, giving orders to cease firing. From meridian to 4 p. m.: Rebels seen making signals on bluff in the direction of S. E.; heavy firing at intervals. At 8:25 a musket fired from shore. At 11 heard reports of two guns south of us.

December 29.—At 7:45 a. m. firing commenced in the direction of Vicksburg. At 11:10 steamed up river. At 12 anchored; ran a line ashore from our port quarter mortar boat; made fast to the shore off starboard quarter. At 1:30 p. m. employed our bow guns in connection with two mortars in shelling rebel batteries, at which time we ceased firing and dropped down river to our former anchorage. From 4 to 6 heavy firing in the direction of Vicksburg.

December 30.—Light guns firing in the direction of Vicksburg at intervals of forty minutes. From meridian to 4: Armed crew went on the banks and killed a hog; men fired at, and, on coming on board, the captain ordered 2 10-second, 9-inch shell to be fired in the direction the party supposed the guerillas to be. While trying the steam hose, it burst and scalded the captain and one of the firemen. Saw cavalry passing on the ridge road toward Vicksburg.

Abstract log of the U. S. S. Conestoga, December 23 to 31, 1862, Lieutenant-Commander T. O. Selfridge, commanding.

December 23, 1862.—Mississippi River Squadron. Ship steaming down the river in company with the flagship and fleet of transports.

December 30.—Off Napoleon, Captain Selfridge went ashore under a flag of truce on business.

December 31.—At 7.30 a. m. arrived off Wood's cottage. Sent armed boat ashore in charge of Mr. Swaney; found no inhabitants; set fire to the cottage and adjoining outhouses, the steamer *South Western* having been fired upon at this point by guerillas. Proceeded down the river. When below Napoleon sent Mr. Swaney with 9 armed men ashore reconnoitering.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Report of Major-General Polk, C. S. Army, recommending an officer for the command of the C. S. ironclad Louisiana.

HEADQUARTERS FIRST CORPS, ARMY OF THE MISSISSIPPI,
Corinth, April 13, 1862.

GENERAL: There is an ironclad gunboat, the *Louisiana*, nearly, if not quite, completed at New Orleans, which, under the command of a proper officer, might turn the tide of the Western campaign completely in our favor.

Lieutenant W. B. Richmond, one of my aids-de-camp, is such an officer. He is brave, intelligent, full of energy, experienced in naval affairs, and is fully impressed with the absolute necessity of our gunboats on the Mississippi attacking the enemy vigorously and even desperately. He was in the U. S. Cutter Service for about eight years. I know of no man in my large range of acquaintances who is so well calculated by education, character, and patriotic aspirations to be of the greatest service to our cause if placed in charge of the gunboat alluded to.

I therefore respectfully suggest that Lieutenant Richmond's name be presented by you to the President, with an earnest recommendation that he be placed in command of the gunboat *Louisiana*.

Respectfully, your obedient servant,

L. POLK,
Major-General, Commanding.

General BEAUREGARD,
Commanding Army of the Mississippi.

[1st endorsement.]

HEADQUARTERS ARMY OF THE MISSISSIPPI,
Corinth, April 13, 1862.

Respectfully forwarded through the War Department.

G. T. BEAUREGARD,
General, Commanding.

[2d endorsement.]

ADJUTANT AND INSPECTOR GENERAL'S OFFICE,
April 25, 1862.

Respectfully referred to the Secretary of War.

R. H. CHILTON,
Assistant Adjutant-General.

[Telegram.]

MEMPHIS, [Tenn.], *April 13, 1862.*

The following dispatch sent to Captain Carter, C. S. Navy, from Captain Huger, C. S. Navy, at Fort Pillow:

The ball will open in the morning. Come up at once. Chased down this morning by seven gunboats and five mortar boats.

Magnolia goes to Ox Bows, on White River, to-night.

JOHN ADAMS,
Captain, C. S.

General VAN DORN.

Letter from Major-General Polk, C. S. Army, to the President, recommending an officer for the command of the C. S. ironclad Louisiana.

HEADQUARTERS FIRST CORPS, ARMY OF THE MISSISSIPPI,
Corinth, April 15, 1862.

You will know that there is now building and nearly ready for service a gunboat at New Orleans, called the *Louisiana*. The builders are Maury & Fowler. The model is one of the best which has been presented, and was accepted by the Navy Department at my very earnest solicitation some months since. I examined the model with reference to its especial adaptation to operating on the Mississippi River and its tributaries.

On this boat I have been relying very strongly, but to be effective it must be commanded by a man of qualifications adapting him to that particular service. The commander should comprehend the peculiarities of our rivers and the particular work to be accomplished by that boat on the Mississippi at the point at which the enemy's boats are found and in the rivers above. Beyond all, he must be a man of coolness, nerve and judgment, and one whose whole heart is in our cause. Such a man is Colonel Richmond, who has been a member of my staff for many months—a man I know well—and who, in my opinion, is better adapted to that service than any man I know in or out of the naval service. Colonel Richmond has served for eight years in the Navy. I believe his appointment to that command of great importance to our cause, and I shall be glad to see it made.

Respectfully, your obedient servant,

L. POLK,
Major-General, Commanding.

His Excellency JEFFERSON DAVIS.

P. S.—As to the battle of the 6th and 7th, I refer you to Colonel Richmond. I have nominated two of my colonels for promotion—Colonel Preston Smith and Colonel George Maney. Both distinguished themselves, and both are highly competent for brigade commanders. I need them both badly.

Instructions from General Beauregard, C. S. Army, to Chief Engineer Harris, C. S. Army, regarding the fortifying of Vicksburg.

HEADQUARTERS ARMY OF THE MISSISSIPPI,
Corinth, Miss., April 21, 1862.

CAPTAIN: Understanding that there are no points sufficiently high on the river between Memphis and Vicksburg which could be fortified for the defense of the Mississippi, I have concluded to construct some defensive works on the bluffs at or about Vicksburg, for which purpose you will make a careful reconnoissance of that locality. From what I am told, I should think the bluffs immediately above that city, not far from where a small stream empties into the river, would be a proper point for said works, provided it is not commanded by surrounding heights within 2 miles. A lower battery, with four or five guns, might be so located as to defend the entrance of the Yazoo

River and the small stream above mentioned, provided said battery can be protected by the guns of the upper work; otherwise the entrances into these two branches of the Mississippi must be obstructed by rafts, piling, or otherwise.

Another important consideration is that the peninsula opposite Vicksburg should not be susceptible of being canaled across from the river above to the river below, for the passage of the enemy's boats, beyond the reach of the guns of the fort.

Should the locality admit of such a canal beyond range of said guns, another enclosed battery of four or five guns will have to be constructed below Vicksburg to command the ground over which said canal might be made.

The plans and profiles of these works must be left to your own judgment and to the nature of the ground on which they are to be located. Their armament will consist of ten or twelve 8-inch and 10-inch guns, fifteen 42-pounders, three 24-pounders, and several mortars, with a dozen field rifle guns and half a dozen 24-pounder howitzers, those being all the guns we can spare at present for the defense of the river at that point. The total garrison will consist of about 3,000 men. There should be ample space in those works for magazines, traverses in every direction, field bombproofs, a storehouse, and cisterns.

Acting Captains John M. Reid and ——— Patterson, also Acting Lieutenant John H. Reid, have been ordered to report to you for the construction of these works. The two Reids (father and son) I am well acquainted with, and they were for years employed by me in the construction of my forts in Louisiana. They are very reliable, practical men, and will be of much assistance to you. The other gentleman I am not personally acquainted with.

Colonel Autry, military commander of Vicksburg, has been ordered to afford you all the assistance in his power in the collection of men and materials for the construction of said works. About 1,000 negroes have been ordered to report to you, with their tools, etc., immediately, but should you not be able to procure them otherwise you will impress them at once.

You must put forth all your energy to complete these works as soon as practicable and report their progress every week.

Respectfully, your obedient servant,

G. T. BEAUREGARD,
General, Commanding.

Captain D. B. HARRIS,
Chief Engineer, Vicksburg, Miss.

Letter from General Beauregard, U. S. Army, to Commander Pinkney, U. S. Navy, regarding guns for Fort Randolph.

HEADQUARTERS ARMY OF THE MISSISSIPPI,
Corinth, Miss., April 24, 1862.

DEAR COMMODORE: I herewith submit the following suggestions for your consideration touching a matter of great moment at this time:

Fort Randolph, as you are aware, having been once fortified, I am advised only requires mounting the guns to make it almost, if not

quite, as strong as Fort Pillow. The enemy's gunboats have to pass it within 400 yards under a plunging fire, at a point where three rifled guns could command the reach within their range, as they have to steer straight for the guns. There is a point 4 miles below that could be fortified, it is said, to any extent, needing the guns only.

If the guns can not be procured for the purposes above indicated, might they not be advantageously taken from your gunboats, which it is said are very frail in comparison with those of the enemy, and would not, I apprehend, endure a long encounter with them; besides we should lose the guns which might otherwise be effectively employed at Fort Randolph.

The guns could be mounted and manned by the Navy. I am told the *Livingston* mounts 6 guns and is entirely unprotected; the *Pontchartrain*, 7; the *Polk*, 4; the *Maurepas*, 3; the *Ivy*, 2; the *McRae*, 7. All these boats, mere shells it seems, opposed at present to 7 iron-clad gunboats averaging from 10 to 20 guns each. Should these boats pass Fort Pillow, as one did at [Island] No. 10 during a dark and stormy night, there is nothing to prevent their going to Memphis.

The approach to Fort Randolph by land is said to be as difficult, if not more so, than to Fort Pillow, and it would stand a bombardment from mortars or gunboats better. Our boats could land one at a time and mount the batteries without losing the effect of their presence at Fort Pillow, and your ample experience in constructing land batteries would insure their early efficiency.

Hoping the foregoing views will be duly considered by you, I am, yours, very truly,

G. T. BEAUREGARD,
General, Commanding.

Commodore ROBERT F. PINKNEY.

Cabin and wardroom mess of the C. S. S. Capitol.

Where.	When.	Rank.	Name.
	1862.		
Yazoo City, Miss.	May 6	Commander	Chas. H. McBlair.
Do.	..do	Lieutenant commanding	J. J. Guthrie.
Do.	..do	Lieutenant	Stephens [Stevens].
Do.	..do	..do	A. D. Wharton.
Do.	..do	..do	J. Grimbail.
Do.	..do	Surgeon	[H. W. M.] Washington.
Do.	..do	Surgeon [assistant]	[Robt. T.] Baldwin.
Do.	..do	Assistant paymaster	R. Taylor.
Do.	..do	Midshipman	D. M. Scales.
Do.	..do	..do	R. H. Bacot.
Do.	..do	..do	H. S. Cooke.
Do.	..do	..do	C. W. Tyler.
Do.	..do	1st assistant engineer	G. W. City.
Greenwood, Miss.	May 27	3d assistant engineer	E. H. Brown.
Do.	..do	..do	Jas. T. Doland.
Do.	..do	2d assistant engineer	H. X. Wright.
Do.	..do	Gunner	T. B. Travers.
Do.	..do	Captain's clerk	Scott.
Do.	..do	Purser's clerk	Wilson.
Do.	..do	Master's mate	[John A.] Wilson.
Do.	..do	Acting master	Trask.
Do.	..do	Acting constructor	Waggoner.
Yazoo City, Miss.	June 3	Acting engineer	Hamilton.
Do.	..do	Acting 1st asst. engineer	Rowe.
Do.	..do	Acting 3d asst. engineer	Rowe.
Do.	..do	Steamboat clerk	Salisbury.
Do.	..do	..do	McFarland.

Letter of Brigadier-General Villepigue, C. S. Army, to Brigadier-General Ruggles, C. S. Army, regarding orders received to assume command at Grenada.

FORT PILLOW, June 3, 1862.

SIR: Am ordered to Grenada to take command and organize, fortify, etc. My troops have all left; am remaining behind to cover their retreat.

My cavalry have not yet arrived from above.

Enemy captured 4 men this morning; fear they understand my situation.

JNO. B. VILLEPIGUE,
Brigadier-General, Commanding.

DANIEL RUGGLES,
Brigadier-General, Commanding at Grenada.

Report of Brigadier-General Thompson, C. S. Army, regarding dissatisfaction existing among the volunteers serving on the Mississippi River Defense Fleet.

MEMPHIS, TENN., June 5, 1862.

GENERAL: As senior officer accessible I beg leave to make you a statement and ask your advice or orders. I have been for several months commanding various companies of Confederate troops, who are volunteers from the District of Missouri State Guard, which I have the honor to command. A portion of these troops, viz, three companies of artillery and five of infantry (since consolidated into three), were ordered to the River Defense Fleet as mariners and gunners under my special command. These companies that with avidity embraced the opportunity of serving their country on so dangerous and responsible a duty, have since become dissatisfied, and from my duties to my old brigade and to those in the Confederate service, scattered through various commands, which compel me to be occasionally absent from the fleet, I have not been able to be present to compromise the little difficulties which have occurred between the men and officers of the fleet and my command, and they have grown to such a misunderstanding that the efficiency of the original order is destroyed, and I would be pleased if these troops were relieved from service on the River Defense Fleet and ordered to report to General Van Dorn or Price, and that others be ordered to supply their place, if Commodore Montgomery so desires. These companies are commanded by Captains [Ben. Lee] Bowman, [Robert] MacDonald, and Harris, of artillery, and Watkins, Hunter, and Hedg-peth, of infantry. Bowman is senior captain and your order addressed to him will be most agreeable to me.

Yours, most respectfully,

M. JEFF THOMPSON,
*Brigadier-General Missouri State Guard,
Commanding Confederate Troops.*

Brigadier-General RUGGLES, C. S. Army,
Gayoso House, Memphis, Tenn.

Letter from Brigadier-General Thompson, C. S. Army, to Commodore Montgomery, commanding River Defense Fleet, regarding withdrawal of the former from service in that command.

MEMPHIS, TENN., June 5, 1862.

COMMODORE: It is with unfeigned regret that I have to state that I have applied to General Ruggles for an order to the Confederate troops which have been serving under me on your fleet to be removed. You have seen as well as I that there has been a growing jealousy and misunderstanding between our two commands (which should have acted with brotherly harmony), until at last the great error of my men in leaving Fulton without your orders or on your boats renders it impolitic that they should now serve together. I have requested that they be ordered to report immediately at the headquarters of General Van Dorn, to be attached to such regiments as he may see fit. I will be pleased to cooperate with you yet in your great patriotic undertaking of holding the Mississippi River either as an officer or individual, but will, for fear we may not be placed together, again express my kindly feelings and thanks to the officers and men on your fleet for their universal good treatment to me, and hope that no flying rumors or serpent-tongued scandal will ever mar our friendship.

Yours, truly,

M. JEFF THOMPSON,
*Brigadier-General Missouri State Guard,
Commanding Confederate Troops.*

Commodore J. E. MONTGOMERY,
River Defense Fleet, Mississippi River.

Letter from Lieutenant Brown, C. S. Navy, to Brigadier-General Ruggles, C. S. Army, suggesting measures for attacking the enemy's commerce.

YAZOO CITY, MISS., June 20, 1862.

SIR: May I, with reference to the common defense, venture to call your attention to that portion of the Mississippi River from Helena toward Vicksburg, on the left bank, as suitable for the operations of light guns against the contemplated commerce of the enemy? There are many deep bends on this portion of the river, across which light batteries might pass and compel an enemy's boat to sustain double attacks from the same guns. The roads from now until December will be good along the river, and the country between the Mississippi, Sunflower, and Yazoo rivers impenetrable to pursuit, offers safe asylum to small parties should the enemy land in force. A company of mounted men to act in conjunction with a light battery would, I think, make the portion of the river referred to very unsafe to any vessels except ships of war.

I am, very respectfully, yours,

ISAAC N. BROWN,
Lieutenant, C. S. Navy.

Brigadier-General DANIEL RUGGLES, C. S. Army,
Commanding Grenada, etc.

Order of the Secretary of the Navy to Flag-Officer Hollins, C. S. Navy, to appear as witness in a court-martial.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, July 2, 1862.

SIR: You are hereby summoned to appear as a witness before the naval general court-martial, to convene in this city on the 5th instant at the Navy Department, at 12 o'clock m., and will report to the presiding officer of the court.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Captain GEO. N. HOLLINS, C. S. Navy,
Richmond, Va.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, July 4, 1862.

SIR: You are hereby appointed a member of the naval general court-martial, to convene in this city on the 5th instant, and will report to the presiding officer of the court.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Captain GEO. N. HOLLINS, C. S. Navy,
Richmond, Va.

Letter from Major-General Magruder, C. S. Army, to the Secretary of War, requesting the services of Lieutenant Jones, C. S. Navy, in the Trans-Mississippi Department.

RICHMOND, July 11, 1862.

SIR: I am informed by Colonel Levy, recently from Louisiana, that there are thirty steamers of various sizes on the rivers west of the Mississippi. These steamers could be used both in transporting supplies when opportunity offered and in defending the rivers. Some of them could be armed. In addition to the use for defense of these steamers batteries may be established and obstructions placed on the rivers to prevent the ascent of the enemy's armed boats. Lieutenant Catesby [ap. R.] Jones, of the Navy, is a most accomplished artillery officer and a gentleman of the highest skill in his profession. He has expressed his willingness to serve with me in the Trans-Mississippi Department, and I should find in him an invaluable acquisition as a superintendent of these river defenses and of the steamers on them. The law allows, I am informed, the assignment of navy officers to duty with the Army and gives the President the authority to confer upon them army rank. Lieutenant Jones's services as first lieutenant of the *Merrimack* are known to all. He is at present in a subordinate position. An opportunity is afforded in the state of affairs beyond the Mississippi by which his wishes may be gratified,

whilst the public interests will be materially promoted. I have, therefore, the honor to request that Lieutenant Jones may be assigned to duty with me in the Trans-Mississippi Department, with such rank as his great experience, his marked gallantry, and his eminent ability may, in the judgment of the War Department, warrant. An application to the Navy Department by the War Department would doubtless be granted by the former.

I am, sir, very respectfully, your obedient servant,

J. B. MAGRUDER,

Major-General, Comdg. Trans-Mississippi Department.

Hon. GEORGE W. RANDOLPH,

Secretary of War.

I believe navy officers have been assigned to duty with the Army with the rank of colonel. The higher the rank conferred upon Lieutenant Jones the more useful will his service prove, as such rank would assure to him a control where his experience would be of the greatest service.

J. B. M.

[Telegram.]

JACKSON, [MISS.], *July 27, 1862.*

Captain Brown shall have a crew. All of the enemy's boats and troops have left Vicksburg; now threatening west portion of the State. Only 1,000 stand of arms have reached me. Much more needed.*

JOHN J. PETTUS.

JEFFERSON DAVIS,

President, Richmond, Va.

Armament of C. S. floating battery Arctic, August 20, 1862.

Nos.	Caliber.	Hundred-weight.	Charge.		
			First.	Sec-ond.	Third.
26.....	Rifled 32.....	67	10	8	6
34.....		82	7	8	5
34.....		47	7	7	5

* This in reply to Davis, Vol. XVII, Part II, p. 655, A. W. R.

Port watch bill of the C. S. floating battery Arctic.

Name.	Rate.	Trade.
First part:		
William Foskey	Seaman	Seaman.
Thomas Garrison	Quartermaster	Pilot.
Thomas Cahoun	Seaman	Seaman.
William Bell	Quarter gunner	Do.
Edward Hale	Captain's steward	Do.
Thomas Carrol	2d-class fireman	
Henry Collings	Seaman	Do.
William Staunton	Ordinary seaman	Clerk.
John Wescott	Seaman	Pilot.
George W. Jones	do	Seaman.
Second part:		
Thomas Nixon	Seaman	Gunner's mate.
William Cook	do	Seaman.
Thomas Burrus	Ordinary seaman	Do.
William Grisson	do	Do.
Edward Certain	do	
Samuel Pratt	Seaman	Pilot.
James Easters	Gunner's mate	Carpenter.
William Briggs	Seaman	
Thomas Liverman	do	
Alex. Murray	do	

Starboard watch bill of the C. S. floating battery Arctic.

Names.	Rate.	Trade.
First part:		
William Gleason	Boatswain's mate	Carpenter.
William Adams	Gunner's mate	Seaman.
David Hean	Purser's steward	Do.
Edward Daniels	Quartermaster	Pilot.
John Anderson	do	Do.
John Pingelly	Ship cook	Seaman, cook.
John Cannon	1st-class fireman	
John Smith	Seaman	Seaman.
James Bell	do	Do.
Edgar Grisson	do	Pilot.
Second part:		
William Wescott	Seaman	Pilot.
Rubn. Oustrin (Oustien)	do	Seaman.
Alex. Black	do	Seaman, sawyer.
James Newton	do	Seaman.
John Savage	do	Pilot.
Edward Green	do	Seaman.
Jos. Burrows	do	Pilot.
John Woodward	Ordinary seaman	Mariner.
James Guthrie	Seaman	Pilot.

Order of the Secretary of the Navy to Captain Barron, C. S. Navy, conferring upon him the responsibility for construction of ironclad gunboats for the Western waters.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, October 2, 1862.

SIR: The defense of the Cumberland and Tennessee rivers is a measure of the greatest importance, and this Department, desiring to do all in its power toward accomplishing this great work, has selected you for, and committed to your charge, the duty of constructing ironclad steam gunboats.

Confiding in your zeal, ability, and energy, the Department is unwilling to give any specific instructions which may possibly embarrass or restrict the free exercise of your own judgment; and the place where, the parties by whom, and the best manner in which to build them are committed to you.

The chief constructor of the Navy, Mr. Porter, has devised a side-wheel ironclad boat expressly to receive such engines and boilers as may be obtained from river steamers, and you are hereby furnished with the drawings and specifications thereof. The plan seems well adapted to the rivers in question, and they must be built if practicable.

You are empowered to make contract for their construction with responsible parties, and as a suggestion to your judgment, but not to control it, you are authorized to stipulate that one-tenth of the amount of the contract will be advanced by the Department, if required, half in bonds and half in Treasury notes of the Confederate States, before the work is commenced, upon satisfactory security in double the amount of the contract.

Your contract should provide for the entire completion and delivery of the vessel, ready for her battery, according to plans and specifications within a certain stipulated time, which must be as brief as possible.

You are recommended to provide in your contract that for every day's delay of the delivery of the vessel beyond the time stipulated for her completion and delivery the parties shall pay a forfeit, say, \$200, and receive a premium of \$200 per day for the delivery of the vessel within such stipulated time.

The honorable Mr. Foster, who resides at Florence, suggests that as a suitable place for constructing vessels. Should we get possession of Nashville, that city would doubtless afford greater facilities than you could find elsewhere upon either river. I enclose an offer of Mr. Shirley to build, which you will please consider. He has our cause much at heart.

The whole subject is committed to you. You will act promptly and energetically in the matter. The iron armor should be rolled plate, if we can get it, and railroad iron will only be used if you can not do better, for while it affords an imperfect resistance to shot, our roads should not be denuded of rails if we can avoid it.

Consult at once with Constructor Porter, if you deem it necessary, confer freely with the Department, and rely upon it for all the aid it can render you.

I am, respectfully, your obedient servant,

S. R. MALLORY,

Secretary of the Navy.

Captain SAML. BARRON, C. S. Navy,

Richmond, Va.

Order of Chief of Bureau of Orders and Detail to Flag-Officer Barron, C. S. Navy, to proceed to the construction of ironclad gunboats for Tennessee and Cumberland Rivers.

C. S. NAVY DEPARTMENT,

Office of Orders and Detail, Richmond, October 6, 1862.

SIR: You are hereby detached from the naval command at Charlotte, N. C., and will proceed to execute the duty of constructing ironclad steam gunboats on the Cumberland and Tennessee rivers, committed to your charge by honorable Secretary of the Navy, under date October 2, 1862.

You will turn over all the papers in your possession to your successor, Commander R. L. Page.

Respectfully, your obedient servant,

F. FORREST,
Chief of Bureau, etc.

Flag-Officer S. BARRON, C. S. Navy,
Warrenton, N. C.

Report of Captain Barron, C. S. Navy, regarding proposed construction of vessels in Western rivers.

RICHMOND, October 30, 1862.

SIR: I have the honor to report my return from Tennessee, which State I visited in obedience to your order of the 2d instant, with a view to ascertain the resources of the country for building gunboats for the defense of the Cumberland and Tennessee rivers.

The repulse of the army of General Van Dorn and the retreat of General Bragg render it altogether inexpedient to attempt at this time the construction of gunboats on either of the rivers.

I had an interview with his excellency Governor Harris and General Forrest; the commanding general of the forces at or near Murfreesborough, in which these gentlemen expressed an entire concurrence with my views in this respect.

The only chance of getting steam machinery for gunboats which it might be deemed hereafter advisable to construct is to be found in the Yazoo River, where I understand there are many of the Mississippi steamers laid up.

It has been suggested to me that the defenses of this river are not very complete, and thus these steamers are rendered liable to capture or destruction by the enemy. Of this, however, I presume the commanding general of that department is the proper judge.

In this view of the subject, I have been requested by the honorable Mr. [Henry S.] Foote, of Tennessee, to call the attention of the Department to the expediency of purchasing the machinery of some of these steamers and transporting it to places of greater security, though this will involve an immense amount of labor and expenditure of money, as is shown by the accompanying memorandum of Mr. Shirley, who was willing to undertake the work.

[S. BARRON,
Captain, C. S. Navy.]

[Hon. S. R. MALLORY,
Secretary of the Navy.]

Letter from the Secretary of State to the Secretary of War regarding imprisonment of Captain Seymour, C. S. Army.

DEPARTMENT OF STATE,
Richmond, October 10, 1862.

SIR: Captain William J. Seymour, aid-de-camp of General [Johnson K.] Duncan, was surrendered as a prisoner of war on the capture

by the United States forces of Forts Jackson and St. Philip on the Mississippi River. He was paroled according to the terms of the capitulation and was in New Orleans when he heard of the death of his father, Colonel [Isaac G.] Seymour, who fell at the head of his regiment in the battle of the Seven Pines. He published an obituary on his father, and for this offense was seized by General Butler on the pretext that the publication was a violation of his parole, and is now held in close confinement at Fort Pickens. I beg that you will give instructions to Mr. Ould, the commissioner for exchange of prisoners, to demand the release of Captain Seymour according to the terms of the cartel.

Your obedient servant,

J. P. BENJAMIN,
Secretary of State.

Hon. G. W. RANDOLPH,
Secretary of War.

Letter from Flag-Officer Lynch, C. S. Navy, to Major-General Pemberton, C. S. Army, regarding the defenses of Yazoo River.

COMMANDANT'S OFFICE,
Naval Station, Jackson, October 10, 1862.

GENERAL: I have the honor to inclose for your consideration a copy of a letter I addressed to your predecessor in command on the 9th instant.

The crews of the gunboat *Mobile* and of the late ram *Arkansas* are at Yazoo City in readiness to man any batteries that may be constructed for the defense of the raft and the protection of the vast amount of public and private property upon the river Yazoo and its adjacent banks. Great and increasing difficulties are encountered in the purchase of food for those men, about 200 in number, and I respectfully ask that you will authorize your chief commissary of subsistence to fill requisitions, approved by the commanding naval officer of the station, bills for which will be liquidated on presentation to Paymaster Nixon, of the Confederate Navy, whose office is in this city.

I am, very respectfully, your obedient servant,

W. F. LYNCH,
Flag-Officer, Commanding Naval Forces of the West.

Major-General PEMBERTON,
*Commanding Military District of
Mississippi and East Louisiana.*

[Enclosure.]

COMMANDANT'S OFFICE,
Naval Station, Jackson, October 9, 1862.

GENERAL: In the expectation of being relieved from this station, I beg leave to submit the fruits of my observation as to the protection of the naval works on the Yazoo, participating in which protection are twenty-three large river steamers and an immense amount of cotton upon the river and its adjacent banks.

Apart from its position as commanding the right flank of the defenses of Vicksburg, Haynes' Bluff, if properly fortified, would control the mouths of the Yazoo and its tributaries, the Great and Little Sunflower rivers.

Besides a battery of heavy guns, with a protecting force therefor, an efficient barricade in the channel of the river abreast is indispensable; otherwise the battery will prove but a slight impediment to the upward passage of ironclad vessels.

There is a barricade formed of sunken vessels and a raft of logs at Liverpool, on the Yazoo River, above which lies the vast amount of property to which I have alluded.

It would be unwise to open that barricade even after the river is obstructed below, but perfect madness to attempt to open it under present circumstances. On the contrary, a sluice worn upon the right bank should be blocked up by sinking one of the steamers now in the Upper Sunflower River, which can be brought around on the first temporary rise of water. I take the liberty of speaking earnestly on this point, because, during my late visit to the banks of the Yazoo, some parties, claiming to act by your authority, professed the intention of opening the barricade at Liverpool, professedly for the egress of some of the steamers lying above. They could exhibit no authority, and I ordered the commander of the gunboat *Mobile* to sink any vessel attempting to pass, until I received official notification of the sanction of such an attempt.

I have ordered the officers and crew of the late ram *Arkansas* to the Yazoo, and if you can divert a few heavy guns from other points and allow them to be placed in position at Liverpool, those officers and men, if a force be at hand to prevent the battery from being flanked, will protect the barricade against any force that may assail it.

There are but two light smoothbore 32-pounders mounted at Liverpool in the place of the four heavy guns taken away by General Van Dorn, and subsequently destroyed by the enemy. As soon as intelligence of their destruction reached me I applied to the Naval Ordnance Bureau for other guns of like caliber, but the reply then, as well as to a subsequent application, was that the bureau had not one such gun at its disposal.

Once within the barrier of the Yazoo, the enemy would control 150 miles of inland navigation, and after destroying a vast amount of public and private property be enabled to strike the Great Northern Railroad at various accessible points.

If you knew how deeply I feel the importance of preparation, and how much I grieve for the loss of every moment, I am sure that you would excuse the liberty I take in addressing you.

I am, very respectfully, your obedient servant,

W. F. LYNCH,

Flag-Officer, Commanding Naval Forces of the West.

Brigadier-General RUGGLES,

Commanding Military District of the Mississippi.

Order of Lieutenant-General Pemberton, C. S. Army, to Major-General Van Dorn, C. S. Army, to cause the enrollment of partisan rangers as conscripts.

HDQRS. DEPT. OF MISSISSIPPI AND EAST LOUISIANA,
Jackson, October 28, 1862.

GENERAL: You will cause all men between the ages of 18 and 35 years, now attached to corps of partisan rangers, who have been enrolled in those corps since July 31, 1862, to be enrolled as conscripts, their connection with partisan organizations after that date being in positive violation of the orders of the President of the Confederate States. Colonel T. W. White, Ninth Mississippi Volunteers, has been duly authorized to enroll the men referred to under your command. You are requested to afford every facility for the accomplishment of this purpose, and in the event of any officer attempting to impede or interfere with the enrollment you will take prompt measures to bring him to trial. I request that you inform me what measures have been taken in relation to the disbanding corps of partisans raised without competent authority, if any such there be in your command.

Very respectfully, etc.,

J. C. PEMBERTON,
Lieutenant-General, Commanding.

Major-General EARL VAN DORN,
Commanding, Holly Springs.

Letter from the Secretary of State to the Secretary of War regarding prisoners of war in close custody at New Orleans.

DEPARTMENT OF STATE,
Richmond, November 10, 1862.

SIR: I am requested by the President to inform you that in a letter received by him he is credibly informed that certain paroled prisoners of war have been placed by General Butler in close custody in the neighborhood of New Orleans, and to give you their names that you may take proper measures for their exchange according to the cartel. They are:

- 1st. Captain [William F.] McLean, late of McCulloch Rangers.
- 2d. Captain [Frederick] Losberg, captain of the De Feriet Guards, of the Chalmette Regiment.
- 3d. Captain S. S. Batchelor, of Third Regiment Louisiana Regulars.

These officers were paroled by Commodore Farragut, but are held in prison by Butler.

- 4th. Captain W. J. Seymour, who was in commission in the service of the State of Louisiana and a paroled prisoner.

Besides the above there are a number of privates, among them Mr. Davidson, of New Orleans, who were members of corps of partisan rangers enlisted in our service, and who are held by Butler on the pretext that they are guerrillas and not in our service.

Very respectfully, etc.,

J. P. BENJAMIN,
Secretary of State.

Hon. G. W. RANDOLPH,
Secretary of War.

[Telegram.]

JACKSON, MISS., *November 22, 1862.*

I have telegraphed to Holmes to know what he is going to do. I am promised 10,000 men from him. I leave here for you to-morrow evening.

J. C. PEMBERTON,
Lieutenant-General, Commanding.

Major-General VAN DORN.

[Telegram.]

LITTLE ROCK, *November 22, 1862.*

(Received 26th.)

I could not get to Vicksburg in less than two weeks. There is nothing to subsist on between here and there, and the army at Helena would come to Little Rock before I reached Vicksburg.

TH. H. HOLMES,
Lieutenant-General.

General S. COOPER.

Letter from Commander Brown, C. S. Navy, to Lieutenant-General Pemberton, C. S. Army, proposing the obstructing of Yazoo Pass.

YAZOO CITY, MISS., *November 24, 1862.*

SIR: I beg leave respectfully to represent to the commanding general that if the Yazoo Pass remains unobstructed it may, at high water, afford the enemy a passage for their gunboats into the Coldwater River, thence to this place. I am not sure that permanent obstructions can at this time be placed in the pass, but if the trees along its banks were felled from both sides across the channel, which is seldom 100 feet wide, they would offer serious impediments to its navigation. Many of these trees would remain under water at sufficient depth to stop the passage of gunboats, and they would, from the strength of the current and from the muddy water rendering them invisible, be very difficult to remove. Lieutenant Shepperd, C. S. Navy, the bearer of this letter, will place himself under your orders to have this work executed, having instructions from me to do so. There are three companies of partisan rangers who are frequently on duty near the Yazoo Pass, and who would perhaps be sufficient to protect the working party under Lieutenant Shepperd. To avoid attracting the attention of the enemy, who are encamped on the east side of the Mississippi River near where the pass makes out of Moon Lake, I think that the work should commence at Hunt's Mill, and from there be continued to the Coldwater River, a distance of 6 miles by the windings of the pass. Fifty negroes with axes ought to execute this work in three days. I would leave it with Lieutenant Shepperd, who is an active and an intelligent officer, to determine whether it would be practicable to obstruct the navigation

of the Coldwater River in the same way at any point below where the Yazoo Pass joins that stream.

I have the honor to be, very respectfully,

I. N. BROWN,
Commander, C. S. Navy.

Lieutenant-General PEMBERTON, C. S. Army,
Commanding Department of the Mississippi, etc.,

[Telegram.]

JACKSON, MISS., *November 26, 1862.*

General Smith reports that the gunboats have left on their way back; did not descend below Ashton, near Grand Lake.

Colonel Adams has sent the men ordered, leaving at Columbus 300 militia, 1 battery, and 80 heavy artillerists. I ordered Captain Landis this morning to proceed with his battery to Abbeville; it came from that post here to be fixed up.

J. R. WADDY,
Assistant Adjutant-General.

Lieutenant-General PEMBERTON.

[Telegram.]

PANOLA, MISS., *November 26, 1862.*

The following just received from Major Blythe, November 25, 1862:

The whole Federal force in Memphis are under marching orders and will move to-morrow morning at 5 a. m. They move in the direction of Hernando.

E. P. JONES,
Major, Commanding.

Lieutenant-General PEMBERTON.

[Telegram.]

PANOLA, *November 26, 1862.*

Federal fleet of transports, gunboats, mortars, and rams passed yesterday below Helena. Enemy reinforcing and have 15,000 on this bank, opposite Helena. This information believed reliable.

E. P. JONES,
Major, Commanding.

Major-General VAN DORN.

[Telegram.]

JACKSON, MISS., *November 27, 1862.*

The enemy reported as moving down from Memphis and in front, and gunboats, transports, mortar boats, and rams are said to have gone down yesterday.

J. R. WADDY,
Assistant Adjutant-General.

Major-General SMITH,
Vicksburg.

[Telegram.]

ABBEVILLE, *November 27, 1862.*

The enemy is advancing in force; crossed a considerable force from Helena; is also moving down the river in boats. I am told General Holmes objects to sending 10,000 men ordered to Vicksburg; it is essential to its safety. I hope the order will be reiterated at once. I have no doubt we shall soon be attacked by greatly superior force. A strong demonstration also against Port Hudson.

J. C. PEMBERTON,
Lieutenant-General, Commanding.

General S. COOPER,
Adjutant and Inspector General.

[Telegram.]

VICKSBURG, *November 27, 1862.*

Some of the enemy's boats are above Lake Providence this afternoon and reported descending. No land movement heard of.

M. L. SMITH.

Lieutenant-General PEMBERTON.

[Telegram.]

VICKSBURG, *November 28, 1862.*

Two gunboats, one steam tug, and two transports passed Lake Providence at 8 o'clock this morning down river.

M. L. SMITH.

Lieutenant-General PEMBERTON.

[Telegram.]

VICKSBURG, MISS., *November 30, 1862.*

Five gunboats and a steam tug at the mouth of the Yazoo attempted to land with small party at Milliken's Bend; were attacked and an officer killed. No other news.

M. L. SMITH,
Major-General.

General PEMBERTON.

Report of Commander Brown, U. S. Navy, regarding the defenses of Yazoo River.

YAZOO CITY, MISS., *December 9, 1862.*

GENERAL: The Navy Department having instructed me to discontinue work on the gunboats at this place unless the defenses of the Yazoo River should, in my opinion, be sufficient to keep the enemy from ascending that stream, I beg leave respectfully to submit a note on these defenses for your consideration:

They now consist of batteries mounting one light 8-inch gun, one heavy 8-inch, rifled, and a 24-pounder; one smoothbore 32-pounder, one rifled 32-pounder, two heavy 12-pounders, rifled, and two siege 24-pounders, besides field artillery.

Of these guns I do not think more than two would be available against the enemy's armor-plated vessels. The raft is a strong barrier, impassable, in my opinion, to ships, so long as the enemy can be kept from landing on it to destroy it, and this may be prevented if firm men are placed at the howitzers and with rifles in the rifle pits overlooking this important work. But I consider necessary to the completion of the whole defenses at least one 10-inch gun, so that when the enemy's progress shall be arrested at the raft he may be there destroyed. Without such addition to our batteries there I fear the enemy might lie under them with but little risk.

I beg leave to add that this note will be handed to you by Mr. John McFarland, a citizen of Yazoo City, a gentleman who has been long, zealously, and efficiently engaged in pushing on our public defenses, and one, permit me to add, who is every way worthy of a patient hearing from you regarding the defenses of the Yazoo Valley.

I have the honor to be, very respectfully,

ISAAC N. BROWN,
Commander, C. S. Navy.

Lieutenant-General PEMBERTON, C. S. Army,
Commanding Department of the Mississippi.

Report of Colonel Adams, C. S. Army, of movements of the enemy down the Mississippi River.

HEADQUARTERS REGIMENT,
Deer Creek, December 24, 1862.

GENERAL: Forty-five of the enemy's transports, with troops, and 10 gunboats passed Friar's Point on the 22d instant. Of this number 24 transports and 2 gunboats had passed Melrose Landing, 5 miles below Prentiss, at 12 m. yesterday, 23d instant. They have not yet reached Greenville, but may be expected early this morning.

I have sent this information to Major-General Smith, at Vicksburg, and he should be in possession of it to-day.

In obedience to your order I have stationed a picket guard at Skipwith's Landing, with orders to report to you promptly any landing of the enemy at that point.

Under the orders of General Smith, of 20th November, I shall march my command in the direction of Vicksburg without delay. Should the enemy attempt to pass across from Skipwith's Landing to the Yazoo I will harass him as much as I can.

Your order of 22d in reference to conscripts in this district was received last evening.

I remain, general, most respectfully, your obedient servant,

WIRT ADAMS,
Colonel, Commanding Cavalry.

Lieutenant-General J. C. PEMBERTON,
Comdg. Dept. of Mississippi and East Louisiana, Grenada.

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† Afterwards U. S. S. Alfred Robb.

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* Known also as the Bee.

† Formerly U. S. S. St. Louis, which see.

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*Formerly tug Intrepid.

† Afterwards U. S. S. Dahila.

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† Afterwards U. S. S. Fern.

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* Formerly steamer Terror, which see. † Afterwards U. S. S. Lilly. ‡ Probably John J. Roe.

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* Known also as the 7th.

† Proposed name for the U. S. S. Alfred Robb.

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† Formerly steamer Erebus.

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* Afterwards U. S. S. Little Rebel.

† Known also as 29th.

† Known also as 21st.

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* Afterwards U. S. S. Sovereign.

† Formerly Confederate transport.

‡ Afterwards U. S. S. Thistle.

§ Afterwards U. S. S. Hyacinth.

|| Formerly steamer W. A. Healey.

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* Known in the service as U. S. S. Naugatuck.

† Formerly C. S. ram General Sumter, which see.

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